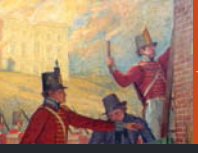

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EDITOR-IN-CHIEF
Mark Reid

SENIOR EDITOR
Nelle Oosterom

ART DIRECTOR
Michel Groleau

NEWS AND REVIEWS EDITOR
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INTERNS
Katherine Dow, Laina Hughes, Ryan Kessler, Mark McAvoy

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Conflicting views

For a nation of "peacekeepers," Canada has done an awful lot of fighting. From the Seven Years War, to the Boer War, the First and Second World Wars, and Korea, our troops have served with distinction. Canadians also fought in Vietnam, as well as in the first Gulf War, although we generally don't celebrate or commemorate their service. And, of course, we just wrapped up another war, in Afghanistan, earlier in 2011.

So are we peacekeepers or warriors? Does one inherently negate the other? It's a question that's arisen as we mark the bicentennial of the War of 1812.

The conflict was between Britain and the United States, but Canada was caught in the crossfire. For Britain, the war was part of the larger struggle against Napoleon, for whom America was an ally and trading partner. The United States, meanwhile, saw war with Britain as an opportunity to annex the northern portion of North America. For Canada, then, the War of 1812 was a fight for survival.

MARIANNE HELM

In the fall of 2011, the federal government pledged funding for a series of commemorative events marking the bicentennial. These included support for more than one hundred historical re-enactments, interactive tours of national historic sites related to the war, and a permanent War of 1812 monument to be located in Ottawa.

It seems to me that any day that history becomes national news is a good one. But some argue that commemoration of our military history is jingoism, just an attempt to supplant our peacekeeping identity.

That's a shame, because it ignores the role conflict has played in creating the Canada we know today. From the Plains of Abraham, to Queenston Heights, to Vimy Ridge, Normandy, and Panjwai, Afghanistan, Canada's military has earned the respect of its fellow citizens. I say this not to diminish the acomplishments of our peacekeeping veterans but to remind all Canadians that in an imperfect world peace exists because some citizens are willing to defend it.

Even more, I would argue that the warrior-or-peacekeeper debate no longer applies to today's military.

Consider the two features in this issue that deal with war themes: "Fighting Words" by Chris Raible and "Hope amid the Ruins" by veteran war correspondant Matthew Fisher. Raible's story is the first of several War of 1812-themed articles that will appear in the magazine throughout the bicentennial. Fisher's feature focuses on Canada's current efforts to rebuild war-shattered Afghanistan.

Both stories feature soldiers as key actors, but in the articles they take on very different roles. In 1812, the redcoats were warriors, period. Their goal was to defeat the Americans. In Afghanistan, however, we asked our troops to wear many hats. They stormed Taliban strongholds, shared tea with tribal shuras, trained Afghan security forces, and helped build dams and schools. They were not just warriors, nor just peacekeepers. They were something more.

If we can draw a lesson from the War of 1812, it's that even mortal enemies can, given enough time, lay down their swords and forge lasting friendships. From the horror of war comes the hope of a better future. So it was in the War of 1812, and so may it become in the war in Afghanistan.

Mark Reid

Contributors

Matthew Fisher, author of "Hope Amid the Ruins," is a columnist for Postmedia News who has covered fourteen conflicts during twenty-eight years of reporting from abroad. He went to Afghanistan in 2002 and was the longest-serving Canadian journalist. In 2007, he won the Ross Munro Award for coverage of military issues. Fisher also co-wrote *White Circus*, a book about alpine skiing.

Chris Raible, the author of "Fighting Words," is a former columnist for *The Beaver* magazine. He is also the author of *The Power of the Press: The Story of Early Canadian Printers and Publishers* (2007). Raible is especially indebted to Deborah Beckel of The Papers of Thomas Jefferson: Retirement Series and to Canadian historians Robert Malcomson and Wesley B. Turner for their assistance and advice in the preparation of this article.

Joe Martin, author of "Big Deals," is the director of Canadian business history at the Rotman School of Management at the University of Toronto. He wrote *Relentless Change*, the first casebook for the study of business history in a Canadian context. Martin has a history degree from the University of Manitoba, an honorary doctor of laws from the University of Winnipeg, and is president emeritus of Canada's History Society.

Paul Butler, who wrote "Have Struck Iceberg," is the author of the novel *Titanic Ashes*, released February 2012. His work has appeared on the judges' lists for CBC's Canada Reads and the ReLit long list. A graduate of Norman Jewison's Canadian Film Centre, Butler has written previously for *Canada's History* as well as for the *Globe and Mail* and *Canadian Geographic*. He has also contributed to CBC Radio. His website is www.paulbutlernovelist.com.

Wonderful war bride

I thoroughly enjoyed your article on Ruby Gray and the war brides ["Love's Story," December 2011–January 2012]. It was particularly helpful, because I'm writing a story about a friend who was killed in Vietnam. His mother was a war bride.

After reading it twice, I decided to try to contact Ruby. It was easier than I thought. She was really a gem, easy to talk to and very helpful. You might wonder why someone in New London, Iowa, is taking *Canada's History* magazine. I had a friend (who has passed away) in Thunder Bay. I read it while visiting twenty-five or thirty years ago and have been taking it ever since.

Stephen L. Anderson
New London, Iowa

Horror in Hong Kong

Your article "War Crimes," in the December 2011–January 2012 issue, about the battle of Hong Kong, should finally lay to rest the myth that Canada came of age in the First World War. If we had, then some twenty years later we wouldn't have sent two thousand ill-trained and ill-equipped young men to defend Hong Kong — an outpost of the British Empire. We would have left the two empires (Britain and Japan) to fight over the spoils of their imperial ambitions.

We might keep this in mind as our current government nurtures militarism and offers "ready, aye, ready" to yet another empire.

Bill Longstaff
Calgary

Nathan Greenfield does a good job, in his article "War Crimes," of exposing the little-known suffering of Canadians in Hong Kong. However, I object to the slant his article takes.

Readers would have been better served learning about this piece of history without such a primary focus on the war crimes and what happened to the Japanese soldiers and authorities responsible for these atrocities. As such, it strikes me as very hypocritical that our ally, the U.S., was culpable regarding one of the largest war crimes against civilians, namely, the nuclear attacks on Hiroshima and Nagasaki. What the Japanese did in Hong Kong pales in comparison to this. Where are the war criminals that were responsible for this holocaust?

Joel Winter
Toronto

Coming soon

Joanna Dawson's review of *Rose Henderson: A Woman for the People*, which appeared in the October–November 2011 issue, is correct when she says, "You won't find Rose Henderson's name in the *Dictionary of Canadian Biography* …," but this is only because the volume in which Henderson is scheduled to appear is currently under production.

Henderson's death date, 1937, places her in Volume XVI, which will include persons who died between 1931 and 1940. Henderson's DCB biography, written by Peter Campbell, is on file and will eventually appear alongside those of numerous other interesting Canadians whose stories have frequently been overlooked.

Paulette M. Chiasson
Rédactrice-historienne principale
Dictionnaire biographique du Canada
Université Laval
Quebec City

Highland hijinks

The book review of *How the Scots Invented Canada* triggered some old memories. In the post-war forties, CBC Radio had a Sunday afternoon program series titled *Stage*, followed by the year (e.g. *Stage 48*). I have forgotten the exact title, but one of the plays was, in essence, "How the Scots Run Canada." Very funny.

As an aside it would be great if the CBC could resurrect those old programs and put them on a CD. The only other one I remember is *Sarah Binks*.

E.A. Duncan
Trenton, Ontario

Errata

Sir John A. Macdonald, born in Glasgow, was a Lowlander Scot. He was incorrectly labelled a Highlander in our October–November 2011 issue. A group of re-enactors identified as American soldiers in that issue were in fact dressed as British soldiers. Canada's History *regrets the errors.*

Canada's History magazine welcomes reader's comments. Email us at editors@historysociety.ca or write to *Canada's History*, Bryce Hall Main Floor, 515 Portage Avenue, Winnipeg, Manitoba, Canada, R3B 2E9. Please include your address and daytime phone number. Letters may be edited for clarity or length.

OUR HOME & NATIVE

Standard time

Imagine journeying to different cities and never knowing what time it was.

Before regular long-distance travel, municipalities measured their own time based on the sun. But with the advent of train travel these variations became a nightmare, both for passengers and for those in charge of coordinating railway schedules.

A night spent in a railway station due to a scheduling mix-up inspired inventor and engineer Sandford Fleming to do something about it.

Born in Kirkcaldy, Scotland, in 1827, Fleming came to Canada in 1845 as an engineer for the burgeoning Canadian railway industry, eventually becoming chief engineer for the Canadian Pacific Railway.

Fleming was not the first advocate of standardized time. Railway systems in England and the United States experimented with the concept on a more localized scale. But it was Fleming who pushed for a universal system where twenty-four time zones, each with an hour's time difference, spanned the globe.

He played a key role at an 1884 international conference in Washington, D.C., where what is now referred to as Coordinated Universal Time was approved. The system officially went into effect on January 1, 1885, to the relief of grumpy travellers everywhere.

— Sandy Klowak

COURTESY MANITOBA MUSEUM

La Vérendrye's West

A new exhibit at the Manitoba Museum highlights the discoveries of the explorer Pierre Gaultier de Varennes, sieur de La Vérendrye.

In 1731, French King Louis XV and the administration of New France sent La Vérendrye west of the Great Lakes to find a path to the Western Sea. They hoped he would be able to reach the riches of the Orient and to expand the fur trade into the West.

Now, La Compagnie de La Vérendrye — a historical group based in Winnipeg's French neighbourhood, St. Boniface — has partnered with the Manitoba Museum to showcase La Vérendrye and his discoveries in Manitoba and elsewhere. Unveiled last fall and on display until September 2013, the exhibit La Vérendrye and the Western Sea includes uniforms, maps, artifacts, and reproductions provided by the company.

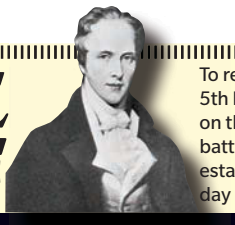
"It is a community display by La Compagnie de La Vérendrye that captures a historical moment through the lens of community interpretation and collections," said the organization's captain, Michel Loiselle.

La Compagnie de La Vérendrye works to portray the lives of the French who explored Manitoba and beyond. Its members dress as soldiers of the Compagnies Franches de la Marine that protected the borders of New France in the eighteenth century.

An expanded joint exhibition in 2013 will mark the 275th anniversary of La Vérendrye's construction of Fort Rouge at the Forks of the Red and Assiniboine rivers at what is now Winnipeg.

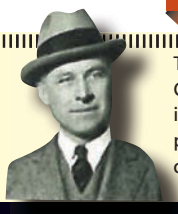
— Beverley Tallon

TAKE THE DAY OFF



April 8

To remember Thomas Douglas, 5th Earl of Selkirk, who died on this date in 1820 after legal battles following his attempts to establish a colony in present-day Manitoba. Eat some haggis.



April 18

To note the day in 1925 when Power Corporation of Canada was formed in Montreal to invest in generating plants across the country. Have a dam good time.

LAUGH LINES

DOUBLE TAKE

Canada entered the First World War in 1914 and prided itself on conducting the war based on voluntary enlistment. Unfortunately, there were not enough volunteers to replace heavy casualties suffered at the Battle of Vimy Ridge in early April 1917.

In May of that year, Prime Minister Sir Robert Borden returned from a first ministers meeting in Britain convinced that conscription was necessary.

This cartoon shows the dilemma Borden's decision created for a stereotypical individual labelled "A. Slacker." The foppishly dressed young man had moved to the United States to avoid enlistment but quickly returned when the Americans entered the war in April 1917 and implemented selective conscription on May 18.

To his dismay, he found Canada preparing to follow the American lead.

— Charles Hou

Charles Hou is the author of several books about historical Canadian political cartoons.

This cartoon by John Innes appeared in the May 22, 1917, edition of the *Vancouver Sun*.

BY THE NUMBERS

Canadian Coast Guard

Minister of Transport Leon Balcer declared on January 26, 1962, that the Department of Transport fleet would henceforth be known as the Canadian Coast Guard. The Coast Guard undertakes search and rescue missions, supports marine scientific exploration, helps ensure maritime safety, and is Canada's primary presence in northern waters. In 2005, it became a special operating agency of Fisheries and Oceans Canada. To commemorate the Coast Guard's fiftieth anniversary, the Bank of Canada has released a special fifty-dollar bill depicting the CCGS *Amundsen* in Canada's North.

49 Vessels in the Canadian Coast Guard fleet when it was established in 1962.

22 Helicopters currently employed by the Coast Guard, in addition to 116 vessels.

28 Days on — followed by the same number of days off — alternating between two crews in the "lay-day" system used on most Canadian Coast Guard ships.

243,000 Length in kilometres of Canada's ocean coastline.

119.8 Length in metres of Canada's largest icebreaker, the CCGS *Louis S. St-Laurent*.

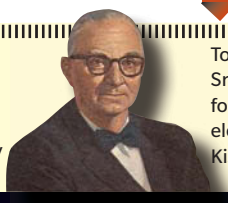
34 Men and women who have lost their lives while serving with the Canadian Coast Guard.

97 Percentage of lives at risk saved by the Coast Guard-led National Search and Rescue Program — among the world's best records.

— compiled by Mark McAvoy

May 20

To mark the day in 1784 when fourteen-year-old David Thompson, the famed fur trader and explorer, was apprenticed to the Hudson's Bay Company. Take a long walk.



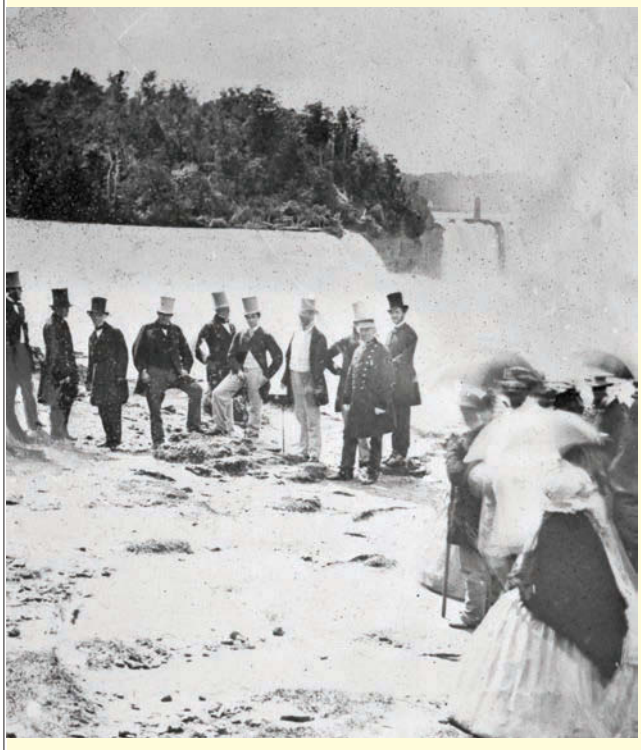
May 27

To observe the victory of Joey Smallwood's Liberals in Newfoundland's first provincial election on this date in 1949. Kiss the cod.

May 31

To celebrate the day in 1786 when John Molson returned to Canada and took over the Montreal brewery he had previously run with partner Thomas Loid. Pour a cold one.

PHOTOGRAPHIC MEMORY



LIBRARY AND ARCHIVES CANADA / C-003689

H.R.H. Prince of Wales and Suite at Point View Niagara, Ontario, 1860
Historical photographs of individuals and groups, events, and activities from across Canada collection

This photograph of a group including the Prince of Wales was taken during his 1860 trip to Canada, during which he specifically requested a stop at Niagara Falls. While there he watched the tightrope walker Blondin cross the Niagara Gorge, met Laura Secord, took a ride on the *Maid of the Mist*, and witnessed the inaugural nighttime illumination of the Falls.

This image is produced from one side of a stereographic glass negative. When printed and viewed through a special holder, the two images produce a 3-D-like effect.

Library and Archives Canada has many images of Niagara Falls, including a large collection of historical tourist images. This photo is particularly interesting both for its intended commercial use and for the apparent informality — the point of which, perhaps, was to place the viewer as part of the touring group when the image was viewed through a stereoscope.

Selected by Library and Archives Canada photo archivist Shannon Perry.

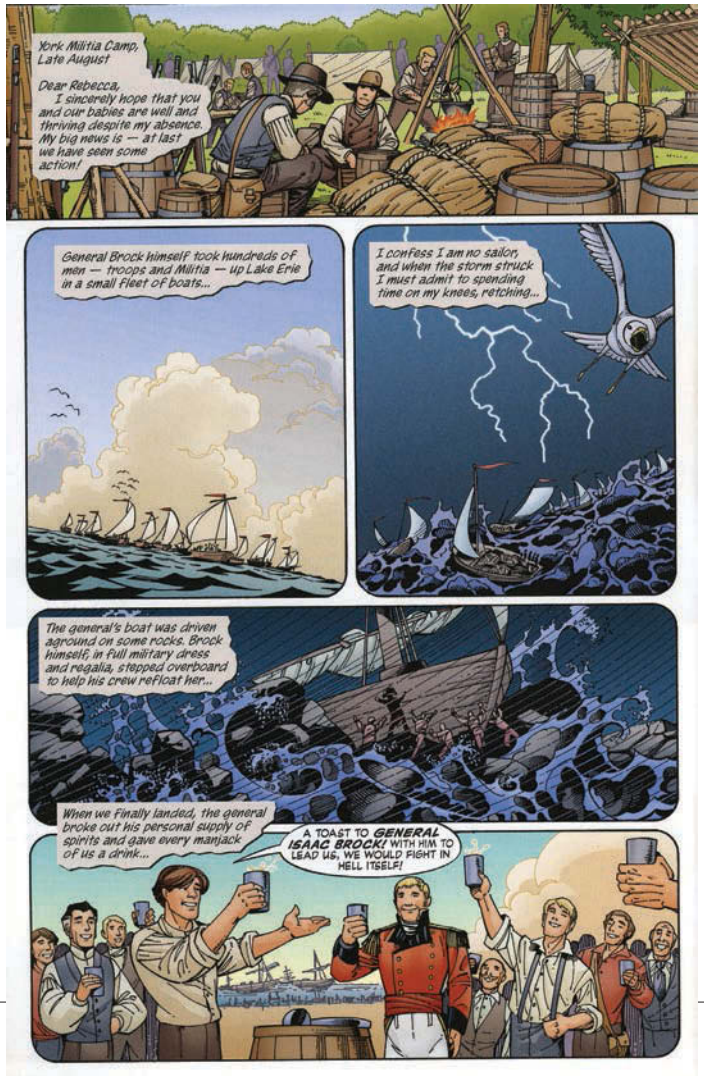
LIVING HISTORY

1812 in living

Graphic novel offers younger readers a perspective on war

For the bicentennial of the War of 1812, Canmore, Alberta's Renegade Arts Entertainment has produced a uniquely Canadian graphic novel that tells the story of the war through the eyes of a fictional family.

Renegade Arts editor Alexander Finbow said his first goal for the 176-page *The Loxleys and the War of 1812*, to be published this April, is to tell a great, historically accurate story without the history weighing it down. The tale of a family living in the Niagara Peninsula during the war — written by Alan Grant and illustrated by Claude St. Aubin and Lovern Kindzierski — is intended for


York Militia Camp, Late August
Dear Rebecca, I sincerely hope that you and our babies are well and thriving despite my absence. My big news is — at last we have seen some action!
General Brock himself took hundreds of men — troops and Militia — up Lake Erie in a small fleet of boats...
I confess I am no sailor, and when the storm struck I must admit to spending time on my knees, retching...
The general's boat was driven aground on some rocks. Brock himself, in full military dress and regalia, stepped overboard to help his crew refloat her...
When we finally landed, the general broke out his personal supply of spirits and gave every manjack of us a drink...
A TOAST TO GENERAL ISAAC BROCK! WITH HIM TO LEAD US, WE WOULD FIGHT IN HELL ITSELF!

colour

readers aged ten and up.

"The aim was always to do a great story with the romance, the adventure, the tragedies, and the triumphs, [but] we're also trying to make sure that we are accessible to the majority of people and hoping someone who hasn't read a comic book before might flip through it and give it a go, rather than just saying, 'this is for kids,'" Finbow said. "I know there's a lot of adults that read comics, but there is a greater number that dismiss them out of hand."

Through *The Loxleys and the War of 1812*, Finbow is also striving to promote literacy and Canadian history by offering material that is fun, informative, and less intimidating than a typical book — especially for struggling readers.

"You look at this page and think, okay, I've got three little paragraphs to read, I can handle that. A kid will end up reading as many [words] as you would in one page of text, but [doing that] in ten pages of a comic book," Finbow explained.

He hopes to see the book translated into French and into one or more Aboriginal languages. Finbow is also working to get it into the hands of as many Canadian Grade 7 students as possible to help them learn about the war.

As part of its educational approach, *The Loxleys and the War of 1812* includes a sixty-four-page summary of the war written by Canadian military historian Mark Zuehlke, author of *For Honour's Sake: The War of 1812 and the Brokering of an Uneasy Peace* and of the acclaimed Canadian Battlefield Series.

Zuehlke, who had not worked on a graphic novel before Finbow invited him on board, says he has come to see comics as an excellent way to build interest in history. "With particularly young readers, it is just a really dynamic way to bring history to life for them," he said.

"It's got a huge potential to reach a very large audience, and in Canada we need to do everything we can to bring our history alive."

See more at CanadasHistory.ca/Warof1812/TheLoxleys.

— Rob Alexander

DEAN JOBB

Archaeologist Laird Niven exposes the foundation of Bellevue House.

Royally regarded

Halifax dig unearths British commandant's mansion

It was an "almost palatial residence" with formal gardens that gave it "a pretty appearance," according to one newspaper account — a venue fit for hosting visiting royalty, including at least two future British kings.

An archaeological dig last summer at a busy Halifax intersection unearthed the foundations of Bellevue House, a mansion built for the commandant of the local British garrison, as well as a trove of artifacts dating to the city's founding in the mid-1700s.

"The prominent members of society in Halifax in the nineteenth century would have come here for one function or another," notes archaeologist Laird Niven, whose firm In Situ Cultural Heritage Research Group was retained to excavate and document the site before construction of a $55-million downtown library began last fall.

Completed in 1801, Bellevue House ended its life as offices for a telephone company and was torn down in 1955 to make way for a parking lot. The *Halifax Citizen and Evening Chronicle* described it in the 1870s as "the scene of some gay times," including dances, receptions, and levees.

Archivist Garry Shutlak, an expert on the city's historic buildings, says "all kinds of royals" were entertained at Bellevue. Edward VII likely dropped in during his 1860 tour of North America as Prince of Wales, and his naval officer son, who would succeed him as George V, attended a ball at Bellevue while his warship was in port.

Shutlak points out another Royal Family connection — Queen Victoria's father, the Duke of Kent, ordered Bellevue's construction while commanding British forces in North America.

Niven's team discovered fragments of dishes that predate Bellevue's construction and suggest some of Halifax's earliest buildings once occupied the site. Other finds include regimental buttons and musket balls as well as shards of hand-cut glass and fine china that may once have graced the mansion's dining room table.

Neighbourhood resident Harley Mosson, a transplanted Manitoban, monitored the dig's progress and never suspected so much history was hidden under the parking lot. "It's phenomenal…. It's so important for future generations to know what was here before."

There are plans for some of the hundreds of artifacts that have been recovered to be displayed in the new library when it opens in 2014.

— Dean Jobb

The first mine in Ontario

Susanna Moodie tells the story of early mining in Eastern Canada.

1 *The First Mine in Ontario at Marmora, Hastings County* was painted by artist and writer Susanna Moodie circa 1870. Moodie depicts Marmora, found between Madoc and Havelock in Hastings County, Ontario. Mining began there in the early 1820s.

2 The town's name comes from the Latin word for marble. The mineral is a common geographical feature in the area.

3 Charles Hayes, an Irish immigrant, built the area's first smelters and foundries. It was upon his appeal that the townships of Marmora and Lake were joined. Hayes' mining venture was unsuccessful, but other entrepreneurs soon tried their hand.

4 The bleak landscape was rich in iron ore deposits. At its prime, the area had as many as a dozen mines. The last one closed in 1979.

5 In addition to iron ore, minerals such as copper, silver, gold, lead, and limestone have been extracted from the area.

6 The mine provided employment for many men over its time. There was a proposal to use convict labour in the mine, but the government rejected this option in 1837.

7 It was a hard life in the early days of mining, with minimum comforts. Cooking was done outdoors.

8 Moodie's painting shows the British Union Jack flying beside the miners' shack. It was predominantly people from the British Isles who settled the area.

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TALES AND TREASURES

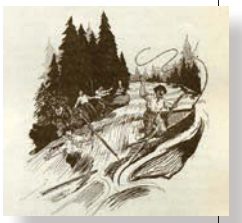
From the rich legacy of the Hudson's Bay Company

Indispensable ulu

The Inuit knife known as an ulu was traditionally a woman's cutting tool. This example was made in the early twentieth century in the area of Port Harrison, Quebec. It has a crescent-shaped metal blade and an ivory handle decorated with fish and lines. A smaller ulu with a five-centimetre blade was used for slitting animal sinew to make thread and cord, and to cut patterns. Larger ulus were used to scrape animal hides, fillet fish, or slice meat.

— B.T.

In The Beaver… 90 Years Ago



Close call

In the March 1922 issue, author Phillip Henry Godsell related a hair-raising canoe trip taken in 1905. Godsell and two of his companions watched helplessly while the two other men on the voyage, and all of their provisions, spilled into the treacherous water near Swampy Lake, Northwest Territories. After five days of hunger and misadventure, the travellers reached a Native encampment where they were provided with food and transportation.

60 Years Ago

Occasional merriment

Although a fur trader's life at Lachine, Quebec, was very disciplined, it was sometimes interspersed with bouts of gaiety. In the June 1952 issue, Madge Wolfenden introduced the partially finished autobiography of Alexander Caulfield Anderson, in which he described the infrequent festivities at the outpost as being "a very warm contrast with the wonted frigidity of our every day's existence."

30 Years Ago

Changing environment

Beautiful paintings and sketches by author and artist Terence Shortt graced the Winter 1982 story "Arctic Sketchbook, 1938." Shortt served as an ornithologist aboard the RMS *Nascopie* while his cabin companion, Frederick Horsman Varley, was the official artist on the expedition. Both men recorded the animals, birds, landscape, and people that were quickly disappearing from the area.

The Beaver was originally founded as a Hudson's Bay Company publication in 1920. To read stories from past issues of the magazine go to: **canadashistory.ca/tradingpost**

To explore the history of the Hudson's Bay Company go to: **hbc.com/hbc/history**

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CHRISTOPHER MOORE

Canada's history tapestry has many new threads thanks to the country's multicultural character.

CANADIAN PRESS

A new national narrative

How can historians integrate traditional Canadian history with the many stories of multiculturalism?

We are getting to take it for granted: That our favourite entertainers include K'naan and Sean Majumder. That our liveliest writers include M.G. Vassanji and Esi Edugyan. That Nadir Mohamed and Indira Samarasekera are CEOs and university presidents, and Tak Mak and David Suzuki are eminent Canadian scientists. That our journalists can have the last name Hanomansing, or that a hockey player named Nazem Kadri may anchor the Toronto Maple Leafs' top line before long.

In history, however, I am not sure we are there yet. Our cities and our public life increasingly come to reflect the extraordinary global diversity Canada gained in the last few decades. But, with some notable exceptions, our prominent Canadian historians continue to have names like … well, like Moore — not that there's anything wrong with that. That raises a nervous question. As we become this gloriously diverse nation of many skin tones and soundtracks, what does Canadian history have to offer this new Canada?

Canada's citizenship minister, Jason Kenney, raised this concern in another way last December when he declared that women who refuse to remove the face-covering niqab at citizenship ceremonies would be denied citizenship. Taking the oath "openly," Kenney declared, "goes to the heart of our values." Canada has a dress code, he seemed to be saying, one drawn from traditions developed down through our history. But many commentators responded that the true Canadian value was tolerance of difference, not imposed conformity. Is there room for an accommodation between the histories already here and ones newly introduced?

This issue ought to be the great challenge for Canadian history, now that so many Canadians have origins that seem remote from Canada's history texts. When our daily Canadian experience integrates bits of Chile, Belarus, Somalia, and Afghanistan, can we Canadianists claim continued relevance for the Last Spike, or the Battle of Queenston Heights, or the fate of the Newfoundland outports?

In fact, we can. At bottom, people either grasp history as intrinsically interesting or

they don't — no passport required. Canadians can find fascination in the histories of Ming China or ancient Greece without expecting to become Chinese or Greek.

Why shouldn't a kid born somewhere else be caught up by the dramas of how people built this new society on the northern half of North America? Or, how the indigenous people dealt with five centuries of immigrants?

If we do believe Canadian history is relevant to Canadian citizenship, there's reason for optimism. Many new Canadians have come here from horrific oppression elsewhere. Why should they not be gripped by the examples in Canada's long history of how to build democracy, assert individual rights, and celebrate our differences. (Not without its exceptions, I grant!)

When the late Czech-born writer Josef Skvorecky said, "There is beauty everywhere on earth, but there is more beauty in those places where one feels that sense of ease which comes from no longer having to put off one's dreams," he was saluting Canadian freedoms. If our next great Canadian constitutional historian had roots in Burma, or Chile, or Chechnya, it would make perfect sense.

Canada has always been able to integrate large numbers of people who seem "foreign." John Ralston Saul's striking image, "a Métis society," in his 2008 bestseller *A Fair Country,* saluted a nation that has always been mixed, and was the better for it.

In 1910, Eastern European immigrants wrapped in babushkas seemed as threatening as Islamic women in burkas do today; some Canadians shouted about the threat of a "mongrel Canada."

But Stephen Leacock counselled calm. "Leave them alone and pretty soon the Ukrainians will think they won the battle of Trafalgar," he wrote. He might have been speaking of John Diefenbaker, whose German heritage never hindered his appreciation of the British contribution to Canada. The history of Canada is the history of integrating strangers.

I recently wrote a history of the world for kids, and it was hardly to be about Canada at all. But I read a few others of the genre, notably Ernst Gombrich's *Little History of the World*. It is charming, lively, and optimistic — and it struck me as astonishingly Eurocentric. Was it my Canadian vantage point that got me thinking of all the peoples and places of the world in the last fifty thousand years — and of ending the story in our Canadian cities, where the great world now seems to be spinning together?

Now that's a Canadian history of the world, it occurred to me. If we harness all the talents and perspectives available in Canada today, we should be able to teach it to anyone.

Christopher Moore comments in every issue of *Canada's History*.

"I believe all Canadians should make a pilgrimage to Vimy at least once in their lifetime."

General (Ret'd.) Rick Hillier,
Former of Chief of the Defense Staff (CDS)
for the Canadian Forces.
Honorary Chair, The Vimy Foundation.

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To secure your Vimy Pilgrimage medal or Vimy pin/pins, please visit **www.vimyfoundation.ca** or contact **bplaza@vimyfoundation.ca** The cost of the medal is $17 (including shipping) and the cost of the pin is $5 (including shipping) with all funds going towards the Vimy Foundation, a charitable organization whose mission is to preserve and promote Canada's First World War legacy as symbolised with the victory at Vimy Ridge in 1917, a milestone where Canada came of age and was recognised on the world stage.

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Vimy medal

Vimy pin

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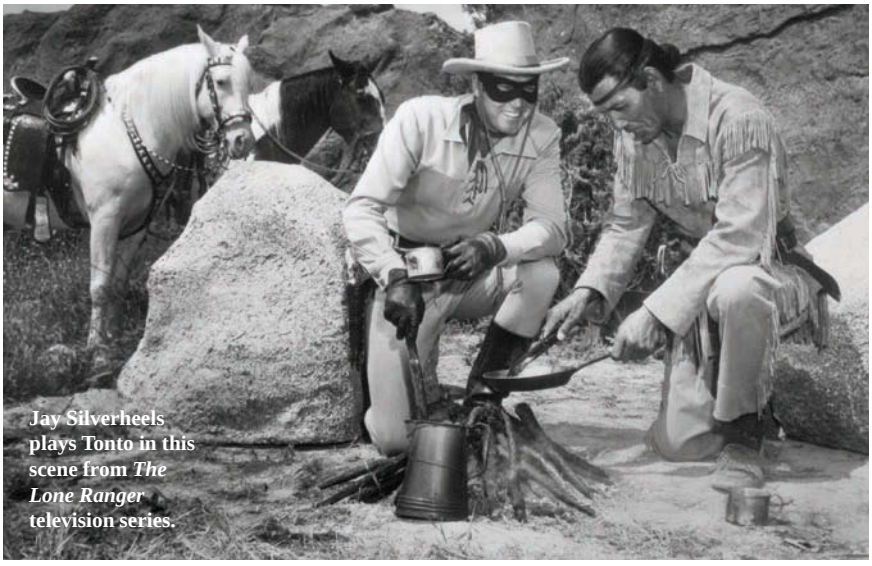
KEN MCGOOGAN

Tonto's tale

Lone Ranger's Canadian sidekick opened doors for First Nations actors.



Jay Silverheels plays Tonto in this scene from *The Lone Ranger* television series.

CORBIS

Most readers of *Canada's History* will remember Tonto from *The Lone Ranger*.

As the title character's monosyllabic sidekick, Tonto appeared in one of the biggest television series of the 1950s, an eight-year blockbuster that attracted millions of viewers.

Many readers will know that the actor who played Tonto was named Jay Silverheels. But few will recall that he was Canadian or that he was born Harold Jay Smith on the Six Nations Reserve near Brantford, Ontario, on May 26, 1912 — one hundred years ago. Fewer still will realize that, at considerable personal cost, Smith kicked down Hollywood doors for Native North Americans, preparing the way for the careers of such actors as Chief Dan George, Graham Greene, Tom Jackson, and Tantoo Cardinal.

Harold Jay Smith's father, Chief George Alexander Smith, was the most decorated Native officer in the First World War. Harold Jay was the third of eleven children.

As a boy he proved naturally athletic, but he also worked at developing himself physically. In a documentary film entitled *Jay Silverheels: The Man Beside the Mask*, viewers learn that as a slim youth he was taken with the bodybuilding ads in such magazines as *Liberty* and *Popular Mechanics* — ads in which, for example, Charles Atlas undertook to transform ninety-seven-pound weaklings. His brother Steve Smith reports that when others would be out mowing hay or cutting wood, Jay would be in the barn pounding on a makeshift punching bag or pumping iron, using weights he had built out of steel rods and cement blocks.

The boy excelled at lacrosse. When he was sixteen and playing for the Mohawk Stars, the team manager bought all the boys white running shoes. According to a fellow player, when Jay Smith raced down the field, all you could see was white feet flying. Somebody called him "White Heels," but teammates objected that he was Aboriginal. Somebody else suggested "Silverheels," and the nickname stuck.

During the Great Depression, while working at odd jobs in Buffalo, New York, Silverheels played semi-pro lacrosse with the New York Iroquois. He joined a local gym and began training as a boxer for the New York State Championships. In 1936, he placed second in the middleweight division of the Golden Gloves tournament.

Strikingly handsome, and working out now with real barbells, Silverheels earned extra money by modelling for local advertisers. A caption beneath a 1936 photo suggested that his slim, muscular frame and his "wavy, jet black hair and sharply chiselled features ... qualify him for matinee idol honours should he ever take a whirl at that industry."

While visiting Los Angeles to play lacrosse with Canada's national team, Silverheels met comedian Joe E. Brown, a Hollywood star.

The funnyman got him an acting card to perform as an extra, and Silverheels began working in motion pictures as a stuntman, appearing in low-budget westerns and serials. Soon enough, having acquired a Screen Actors Guild A card, Silverheels was landing better roles. He worked with such name actors as Tyrone Power (*Captain from Castile*), Humphrey Bogart (*Key Largo*), and Glenn Ford (*Lust for Gold*).

In 1948, while working on a B movie called *The Cowboy and the Indians*, Silverheels met Clayton Moore, an actor about to begin starring in an ABC TV series called *The Lone Ranger*. The concept came from a radio show that began in 1933. By this 1948, *The Lone Ranger* had spawned comic books and movies and was airing on more than four hundred radio stations.

Urged on by Moore, Silverheels auditioned for the role of Tonto and, in competition with three dozen other actors, won the high-profile part. The TV series did typecast Silverheels, as becomes painfully clear in a hard-to-find clip of Tonto's 1969 appearance on *The Tonight Show*. Host Johnny Carson assumes the role of a personnel director for a large corporation.

While interviewing prospective employees, he summons "Mr. Tonto" from the wings. He emerges in his buckskin outfit looking tall, trim, and fabulous. But instead of being treated like the articulate veteran actor he is, Silverheels is compelled to play along with a demeaning script.

Carson asks, who was his last employer? Tonto responds in his familiar broken English, referring to the Lone Ranger as Kemo Sabe (usually translated as trusty scout or trusted friend): "I work thirty years as faithful sidekick for Kemo Sabe. Hunt, fish, make food, sew clothes, sweep up. Stay awake all night; listen for enemies for Kemo Sabe. Risk life for Kemo Sabe." He takes a beat: "Thirty lousy years."

What's this? A glimmer of irony? Carson then inquires: "For this, what was your salary?" And the simple-minded Tonto responds, "Salary? What salary?"

Why did the actor play along? To make a living, obviously. With hindsight, we can see that playing along is what Silverheels had to do to break into television and then Hollywood. Although the TV series typecast Silverheels, it also moved him onto the A-list of Hollywood actors. It gave him what today we would call a platform. And from that platform, he tried to change the world for First Nations actors.

He voiced his opposition to the tradition of white actors portraying Aboriginals in movies. And in 1966, with a friend, he set up the American Indian Actors Workshop, an institution dedicated to enabling First Nations actors to hone their craft.

In 1974, Silverheels was preparing to play a pair of complex and challenging roles when he suffered a stroke. He died from stroke-related complications in 1980.

One memorable joke, created by Silverheels, arose out of the TV series. He delivered the punchline while clowning around on the set. The Lone Ranger and Tonto ride furiously over a hill, chased by a score of whooping bad guys. Suddenly, they find themselves surrounded by a hundred hostile Indians. The Lone Ranger says, "What do we do now, Tonto?"

And at last the faithful sidekick abandons his pidgin English: "What do you mean 'we,' white man?"

Bestselling author and historian Ken McGoogan comments regularly in *Canada's History*. His latest book is *How The Scots Invented Canada* (2010).

Coming up in Canada's History:

Stampede at 100

For an event that today bills itself as the "Greatest Outdoor Show on Earth," the Calgary Stampede had the most humble of beginnings. by Jill Foran.

Legendary Warrior

Tecumseh is remembered as a Canadian hero of the War of 1812. But who was the man behind the legend? by Sarah Scott.

Queen of Canada

As Queen Elizabeth celebrates her Diamond Jubilee, we present a pictorial view of her multiple tours of Canada. by Beverley Tallon.

Recipient of the Governor General's History Award for Excellence in Teaching

Sylvia Smith
Elizabeth Wyn Wood Alternative High School, Ottawa

Project of the Heart is an educational tool kit designed by Sylvia Smith to engage students in the exploration of Indigenous traditions in Canada and the history of Indian residential schools. Elders from Aboriginal, Metis, and Inuit communities become regular participants in classroom presentations and discussions and students lead many of the project outcomes, demonstrating their learning through videos and multi-media presentations and decorating small, wooden tiles.

Each tile represents one of the thousands of young lives lost to the Indian Residential Schools System. Project of the Heart continues to be shared with elementary, secondary, and post-secondary schools in other regions of Canada. It was showcased at the First National Event of the Truth and Reconciliation Commission in Winnipeg in June 2010.

The Governor General's History Awards recognize outstanding contributions to further Canadian knowledge and interest in history through classroom teaching, academic research, museums, community programming, and popular media. To nominate a teacher from your community, please visit our website www.canadashistory.ca/awards. The Governor General's History Awards are generously supported by TD Bank.

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10 BIG DEALS

Business historian Joe Martin explores ten game-changing moments in Canadian business history.

People have been doing business in Canada for a long time. Even before contact with Europeans, Aboriginal nations had vast trading networks stretching across North America.

Then the Europeans arrived. Driven by visions of wealth, they fished off the Grand Banks, they traded for furs with First Nations, and they explored icebound polar seas for what they hoped was a quick trade route to the riches of the Orient. These early adventurers could not do these things with empty pockets; they required wealthy backers willing to put their money into high-risk ventures. The history of Canada is as much about entrepreneurs, bankers, and businessmen as it is about explorers, soldiers, and settlers.

In this issue of *Canada's History* we explore the business side of Canada's development as a nation. Who started the first bank, the first stock market? How did the rules of international trade evolve? Why was wheat, for a time, the linchpin of Canada's economy?

Joe Martin, the director of Canadian business history at the University of Toronto's Rotman School of Management, helps answer these questions by examining Canada's top ten historically significant business events. These game-changing moments — which are commemorated in a mural at Brookfield Place in Toronto — were chosen by Martin and a panel of business leaders that included Purdy Crawford, William Dimma, Hal Jackman, and Lynton "Red" Wilson.

Knowledge of Canada's business past brings greater understanding to the somewhat breathtaking events taking place today. As Martin points out, Canada's place in the world is changing as the planet moves towards a borderless globalized economy.

Radisson & Groseilliers, **an oil on canvas painting by Frederic Remington done for *Collier's* magazine in 1905.**

MCCORD MUSEUM, MP-0000.839.6

1670 The incorporation of the Hudson's Bay Company

North America's oldest corporation got its start when two French-Canadian coureurs de bois — Pierre-Esprit Radisson and Médard Chouart, Sieur des Groseilliers — turned their backs on New France after being fined for their trading exploits. The pair travelled to London to seek help from the English and found a receptive audience in the court of King Charles II.

The king's cousin, Prince Rupert, and other courtier-investors outfitted two ships that were to sail to Hudson Bay in 1668. The *Eaglet* was forced back by heavy seas, but the *Nonsuch* made it and returned to London the following year laden with furs.

On May 2, 1670, the king granted a royal charter to the Governor and Company of Adventurers of England Trading into Hudson's Bay. Prince Rupert became the company's first governor, and the chartered territory was called Rupert's Land. The charter awarded the company the sole rights of trade and commerce in the Hudson Bay drainage basin, a vast area of 3.8 million square kilometres, forty percent of present-day Canada.

In its early years, the company engaged in armed struggles with the French. The conflicts left the company in a perilous state, and no dividends were paid for two and a half decades. Thereafter the company had a virtual monopoly on the British North American fur trade, although it continued to face competitive challenges.

As the nineteenth century progressed, the company became one of the most important in all of Canada, but there were changes afoot. In 1863, the International Financial Society, a British investment group, acquired the company. This marked a shift away from the fur trade into real estate as the West began opening up to settlement.

In 1869, the newly created Dominion of Canada purchased Rupert's Land for £300,000 in what was, in terms of land area, the largest real estate transaction in history. The purchase increased the size of Canada sixfold. Meanwhile, the HBC retained some prime farmland in the region and held on to its successful fur-trading posts.

Over the years, the company diversified and became a key player in the retail scene. In the latter part of the twentieth century the Bay expanded eastward from its Winnipeg base, acquiring major retailers in Montreal and Toronto, including Zellers and Simpsons.

More recently, North Carolina-based Maple Leaf Heritage Investments purchased the Bay in 2006. Two years later, it was sold to NRDC Equity Partners, a private equity firm in New York. Then, in 2011, Minneapolis-based retail chain Target purchased the leases of 220 Zellers store locations in Canada.

Today the Hudson's Bay Company remains one of Canada's pre-eminent retail chains. And, as North America's oldest corporation, it has a rich legacy that includes opening up much of Canada's North and West to trade and commerce. Important Canadian cities such as Winnipeg, Edmonton, and Victoria were built on the sites of what once were Hudson's Bay forts.

1817 The launch of Canada's first bank

2

At the beginning of the nineteenth century, the provinces of Canada did not have a well-functioning financial system. As a consequence, Montreal merchants had great difficulty in financing their exports to Britain while paying for imports. Therefore, a market developed in promissory notes.

There were a number of attempts to establish banks. The first to succeed was the Bank of Montreal, incorporated by John Gray and other prominent Montreal businessmen in 1817. The end of the War of 1812 was a factor because during the war, army bills were in wide circulation and businesses became accustomed to the ease of using paper currency.

The bank's charter, issued in 1822, was modelled on that of the First Bank of the United States. It included restrictions on share ownership and did not permit the bank to undertake any other business activities. The paid-in capital had to be *in specie* — meaning in coin, often Spanish gold doubloons, rather than paper money.

Another critical feature of the charter was that it was limited to ten years. Because of the shortage of capital in Canada, most of the bank's financing came from wealthy Americans. In the early years, the bank enjoyed the privilege of being the exclusive banker to the government. It lost no time opening branches in Kingston and Quebec City.

By the time of Confederation, the Bank of Montreal was by far the largest in Canada, holding twenty-five percent of all bank assets.

When it came time to pass a Bank Act for the new Dominion of Canada, the Bank of Montreal attempted unsuccessfully to have its role be like that of the Bank of England, with the other banks restricted to a minor role as local banks.

As the twentieth century progressed, the bank shifted many of its functions to Toronto. In 1984, the bank moved into the U.S. market, acquiring the Harris Bank in Chicago. In 1998, the Bank of Montreal and the Royal Bank of Canada tried to merge, but the federal government blocked that move.

In late 2010, the bank acquired a major Wisconsin bank, which doubled its presence in the important U.S. market. With that acquisition, the Bank of Montreal is now not only one of the big five banks in Canada but also the tenth-largest commercial bank in North America.

As the largest bank in the country for the first century of its existence, the Bank of Montreal had a profound influence on government financial policy.

Place d'Armes Square and Bank of Montreal, about 1910.

BUFFALO BILL HISTORICAL CENTER/GIFT OF MRS. KARL FRANK, 14.86

The Stock Exchange building in Montreal, about 1905.

1874 The founding of the Montreal Stock Exchange

3

The roots of Canada's first stock exchange go back to 1832, when a group of Montreal businessmen engaged in informal stock trading at the Exchange Coffee House. The formation of a brokers' association followed in 1849.

A small group under the leadership of stockbroker Dugald Lorn MacDougall created the Montreal Stock Exchange, which was incorporated in 1874. The exchange grew rapidly, broadening from trading in railway and bank stocks to public utilities, mining, and the newly emerging manufacturing sector. Montreal's St. James Street (rue Saint-Jaques today) — where much of the trading occurred — became the Wall Street of Canada. In 1904, the exchange moved into its own building at 453 St. François-Xavier Street — now the Centaur Theatre.

The Montreal exchange was hard hit by the economic turbulence of the first decade of the twentieth century, particularly during the 1907 credit crisis, when share volumes declined by nearly sixty percent. However, by 1909, annual volume exceeded 3.3 million shares.

The Great Depression changed everything. Trading volumes in Montreal declined by nearly ninety percent between 1929 and 1932. The Toronto Stock Exchange (TSE) also suffered but emerged from the debacle slightly larger than Montreal, something that would have been difficult to imagine in the 1920s. As the twentieth century progressed, Toronto eclipsed Montreal as the financial and commercial capital of Canada.

The year 1999 was momentous for stock exchanges in Canada. Montreal celebrated its 125th anniversary and became Canada's financial derivatives exchange. At the same time, through a realignment plan, the TSE became Canada's sole exchange for the trading of senior equities, and the Vancouver and Alberta stock exchanges merged to form the Canadian Venture Exchange.

The founding of the Montreal Stock Exchange was an important step in the evolution of capitalism in Canada. Canada's exchanges have since moved towards being part of a much larger international body, as the globalization of world capital markets continues.

1879 The inception of a truly Canadian economy

The National Policy was the most significant economic policy in Canadian history in that it committed the country to an east-west economic structure that resisted the pull of the United States. Sir John A. Macdonald designed the policy as he prepared for a federal election that would see him return to power in 1878.

The National Policy consisted of three interrelated parts: the settlement of the West; the building of a transcontinental railway; and the adoption of a protective tariff. Despite a change in government in 1896, the policy was continued and lasted essentially until the 1989 Free Trade Agreement with the United States.

The requirements for the first part of the National Policy — western settlement — were already in place. Land was available as a result of the purchase of Rupert's Land from the Hudson's Bay Company in 1869. And the 1872 Dominion Lands Act set the conditions for offering free land to settlers.

A transcontinental railway — which British Columbia had set as a condition for joining Confederation in 1871 — was needed to settle the lands. Attempts to build an east-west rail link started in the 1870s, but little progress had been made. The third part of the National Policy — a protective tariff to build up domestic industry — was a new initiative.

Once back in power, Macdonald moved quickly on both the railway and the tariff. In 1879, tariffs were raised to thirty-five percent on manufactured imports and were imposed on an expanded list of products.

While successful in building up domestic industry, the policy also led large American corporations to establish branch plants in Canada in order to avoid the tariff. The question of free trade versus protectionism continued to be contentious in Canada well into the twentieth century.

Meanwhile, the railway became a reality. The Canadian Pacific Railway Company (CPR) was incorporated in 1881. After a flurry of track-building activity over thousands of kilometres of difficult terrain, the last spike was pounded in 1885. The CPR became a highly successful company — by the beginning of the twentieth century it was by far Canada's biggest corporation.

The National Policy had far-reaching effects, resulting in massive investment, immigration, and economic growth. Classical economists criticized it for driving up costs and insulating Canadian businesses behind a tariff wall. However, its principal legacy was to cement Canada's westward territorial expansion and to create an East-West economy.

MCCORD MUSEUM, VIEW-8728

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Driving the last spike for the transcontinental railway at Craigellachie, British Columbia in 1885.

1896 The beginning of the wheat boom era

5

From 1896 to 1913, Canada experienced an extraordinary period of economic growth. This period is commonly referred to as the wheat boom era.

In the decade prior to 1896, the Canadian economy was stagnant. However, a technological innovation known as the Hungarian milling process would change Canada's fortunes. The system was the most significant milling innovation in centuries and was a necessary precondition for the Canadian wheat boom because it improved the milling of hard wheat, which grew well on the Canadian prairies.

The leaders in adapting the improved milling process in Canada were the Ogilvie brothers of Montreal. They moved into Manitoba, building a mill in Winnipeg in 1882 and eventually dominating the grain trade of Western Canada.

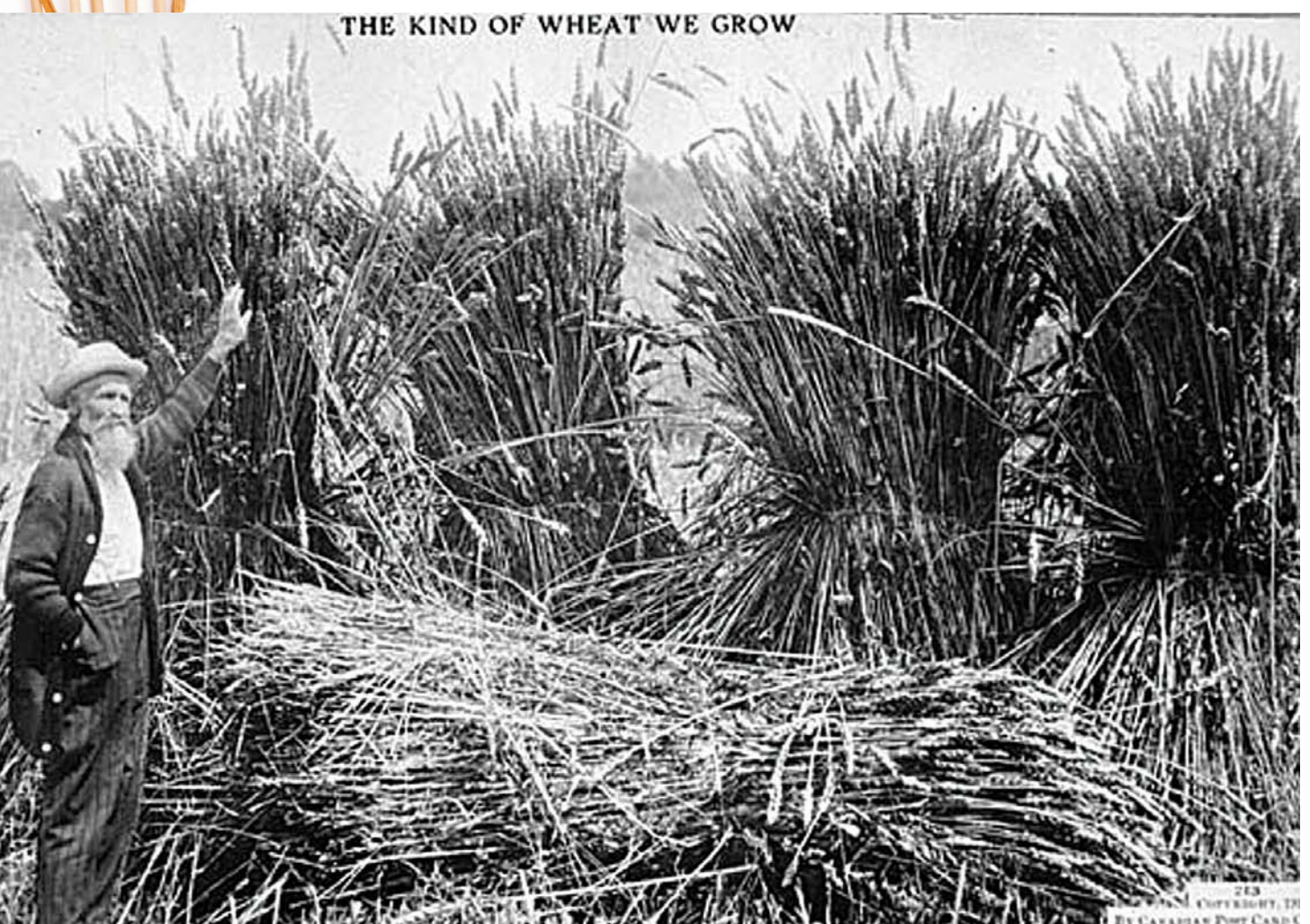
By the mid-1890s, No. 1 Manitoba hard wheat had developed an excellent international reputation for milling into flour. This marked a revolution in thinking, for the quality of prairie wheat had previously been regarded with suspicion.

This development, combined with the end of free land in the United States and a concentrated effort to attract settlers to Canada, finally resulted in the settlement of the Canadian West. The results were stunning — settlers flocked to the West from Ontario, the United Kingdom, the United States, and Europe. In the first decade of the twentieth century, Canada's population increased by 1.9 million people — with nearly half of the increase occurring in the West.

While people were pouring into the Prairies, the economy boomed — GDP per capita nearly doubled. That's not to say there were no bad years — the 1907 credit crisis, for instance, contributed to one of the worst economic years in Canadian history. Yet wheat was king. The introduction of early maturing Marquis wheat in 1907 — developed by Charles Saunders, director of the Experimental Farms Service — helped make wheat Canada's main export, surpassing lumber.

Even post-1913, when manufacturing began to surpass agriculture in terms of economic importance, wheat exports remained important. In the late 1950s and early 1960s, wheat sales to China marked a first step in the growth of cultural ties between the two countries. Today, Canadian wheat is sold throughout the world.

The wheat economy had a big impact on Canada, drawing tens of thousands of people to the Prairie region and contributing immensely to the economy.



A 1913 postcard exaggerates claims of giant wheat crops in order to encourage immigration to Canada.

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ESTATE OF YOUSUF KARSH

1934 The creation of Canada's central bank

The creation of the Bank of Canada was probably the most important public policy initiative of the first half of the twentieth century. The central bank was formed in 1934 in reaction to the Great Depression, when the necessity for direct government control over monetary policy became apparent.

The idea of a "big government bank" was first advocated in Parliament in 1913 by independent MP William F. Maclean. The topic was revisited in 1919, when Finance Minister William Thomas White asked Canada's bankers for recommendations on how to establish one. However, the Canadian Bankers Association opposed the idea.

The western Progressive Party included a central bank as part of its party platform in 1925. By the 1930 election, with the economy dominating political debate, the idea re-emerged.

In 1933, during the fourth year of the Depression, Prime Minister Richard Bennett established a Royal Commission on Banking headed by Scottish jurist Hugh Macmillan. Within two weeks of hearing its final submission, it formally recommended the creation of the Bank of Canada. The new bank would regulate the volume of credit, cooperate with other nations, and issue tender.

Bill 19 to create a privately owned central bank was introduced in February 1934. In the ensuing debate, the prime minister reminded members of the banking community who continued to oppose the central bank that his government was not under their control. In 1938, a new government nationalized the institution, and it remains that way today.

Initially the Bank of Canada served more as a financial advisor to the federal government than as a decider of monetary policy. In its first twenty years, interest rates were changed only twice.

Over the years, the bank has evolved. In 1991, it became the world's second central bank to set a target for inflation. Today the Bank of Canada is responsible for price stability, regulates the level of inflation by controlling money supplies by means of monetary policy, and plays a vital role in the operation of the economy.

The Bank of Canada Act has been amended numerous times, but the wording of its preamble remains the same as it was in 1934. It says the bank exists "to regulate credit and currency in the best interests of the economic life of the nation."

Bank of Canada employees examine and count old bills that are to be removed from circulation in this 1948 photo by Yousuf Karsh.

Flame and smoke spew from the wellhead at Leduc, Alberta, February 13, 1947.

1947 The discovery of oil at Leduc, Alberta

The invention of the automobile, with its thirst for petroleum products, resulted in a great transformation of Canada's economy in the twentieth century. Yet in spite of the fact that Canada was home to the world's first commercial oil well — at Oil Springs, Ontario, in 1858 — and had the largest oil well in the British Empire — Turner Valley, Alberta, discovered in 1914 — Canada remained a net importer of oil until mid-century.

That started to change on February 13, 1947, when, after 133 consecutive dry holes, Imperial Oil struck it rich at Leduc, Alberta. So important was the find that the Canadian oil industry uses it to reference time — "before Leduc" and "after Leduc." Leduc ushered in Alberta's golden age of oil.

The Leduc field was estimated to possess two hundred million barrels of oil — a huge find by Canadian standards. Leduc was soon dwarfed by even larger discoveries. Five years after Leduc, oil production equalled coal production in Canada. By 1955, oil was three times greater than coal.

After Leduc, Imperial Oil — a Canadian company established in 1880 — sold its stake in its South American subsidiary, International Petroleum, even though the subsidiary had ten times more production than the company had in Canada. Imperial did this to focus on its aggressive oil-finding efforts in Western Canada as well as to build refineries and pipelines.

Imperial Oil was not alone. Massive foreign direct investment and expertise came into Canada after Leduc. Most of the more than $2 billion in capital that had flowed into the Western Canadian oil patch by 1954 came from big international oil companies. Between 1947 and 1956, the capital employed in Canada's oil and gas sector was ten times the amount invested during the entire period between the Turner Valley discovery in 1914 and the Leduc strike in 1947.

The discovery at Leduc marked a historic shift from coal to oil as the principal fuel supply of Canada, just as, fifty years earlier, there had been a major shift from wood to coal. Within five years, Canada moved from importing ninety percent of its oil requirements to being a net exporter. Today, Canada is the second-largest gas exporter in the world and by far the major exporter of oil to the United States.

1965 The signing of the Auto Pact

8

The arrival of the automobile in the early twentieth century introduced a new dimension to trade relations between Canada and the United States. Originally, tariffs on automobiles were the same as those placed on horse-drawn carriages and wagons. But this market protection was to prove counter-productive for Canada, as car-making became one of the most important industries in twentieth-century Canada.

By 1960, Canada was running a large trade deficit with the United State. The main reason was a trade imbalance in the auto sector. This led to the appointment of a Royal Commission, which concluded that the future lay in narrowing Canadian lines of production and increasing exports.

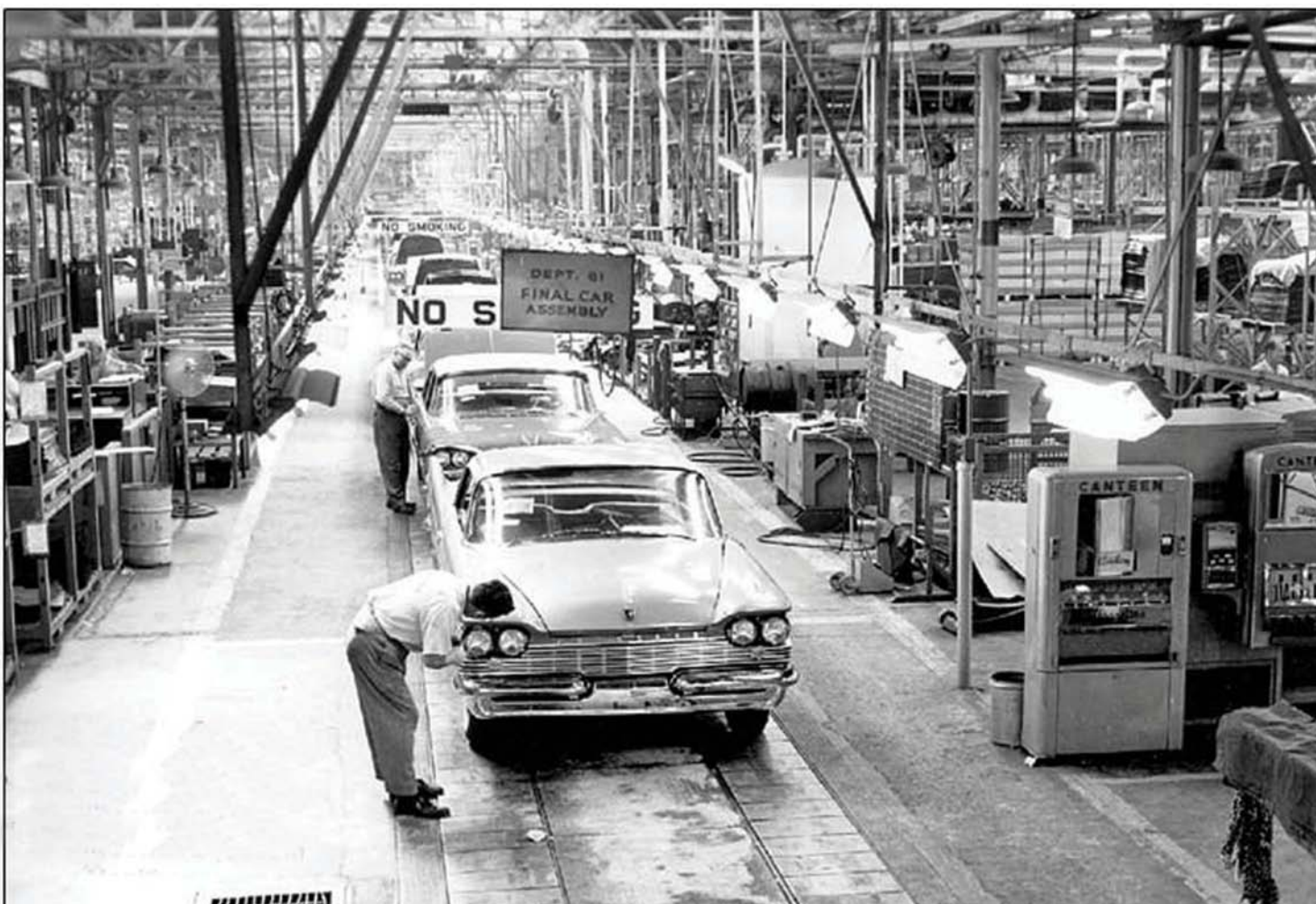
In January 1965, Prime Minister Lester Pearson and American President Lyndon Johnson signed the Canada-U.S. Automotive Products Trade Agreement — commonly known as the Auto Pact. The agreement provided for duty-free passage of automobiles across the border. The Auto Pact was the most significant trade development in thirty years and would remain so until the Free Trade Agreement of the late 1980s.

It did not take long for Canada to benefit. In 1964, Canada had a $618-million trade deficit. By 1970, the trade deficit had disappeared, with Canada realizing a modest trade surplus. Because of increased efficiencies, auto prices dropped and the industry expanded. In fact, Canadian vehicle production in the late 1990s was nearly twice Canadian sales — the balance was exported primarily to the U.S.

The Auto Pact shifted Canadian automobile and parts production towards a North American and global orientation. Because the pact eliminated tariffs but maintained production requirements, there was a massive growth in assembly operations in Canada. Just as importantly, the pact allowed Canadian parts companies — such as Magna, Linamar, and Wescast — to flourish on a global scale.

Most significantly, the Auto Pact paved the way for free trade with the United States and was in many ways a precursor to Canada's place in a globalized and borderless economy.

The Chrysler car assembly plant in Windsor, Ontario, 1959.



CANADIAN PRESS

LARRY MONKHOUSE/CHRYSLER CORP.

1967 The development of the Athabasca oil sands

When eighteenth-century fur trader Peter Pond remarked upon the "springs of bitumen" he saw in northeast Alberta, he probably couldn't have foreseen how important they would become to Canada in the twenty-first century.

The Athabasca oil sands region is today one of the largest proven oil reserves in the world. This makes Canada an important player on the global energy stage. The amount of recoverable oil in the oil sands is estimated at 170 billion barrels — enough to supply oil needs in the United States for twenty years. And the exploitation of the sands will permit Canada to export oil to China as well as to the United States.

Originally called tar sands — even though they contain no tar — the oil sands attracted development early in the twentieth century. In 1913, federal government engineer Sidney Ellis began experimenting with a hot water floatation process to separate the oil from the sand. Others followed, using similar extraction principles, but profits from commercial exploitation proved elusive.

The tide began to turn in 1962, when the Alberta government announced a policy for the orderly development of the oil sands. The first commercial development began in 1967, when Great Canadian Oil Sands, now Suncor, opened the world's first oil sands operation on the banks of the Athabasca River north of Fort McMurray. In the 1970s, Syncrude, a consortium of six companies that included Imperial Oil and Petro-Canada, began operations at Mildred Lake, north of the Suncor plant. Syncrude shipped its first barrel in 1978.

Since those early beginnings, billions of dollars have been invested in the oil sands. And as oil prices have risen spending has accelerated — from over $4 billion annually in 2000 to $13.5 billion in 2010. Large chunks of that spending have gone towards leading-edge technology to mitigate environmental damage from mining and processing.

Oil sands development has profoundly changed Canada and its place in the world. The economic balance has shifted westward as tens of thousands of people have migrated from Eastern Canada to work in the oil industry. Internationally, rising demand from China, as evidenced by Chinese investments in the oil sands, foreshadows the day when China will join the United States as Canada's major export market for oil.

The Athabasca River flows past the Suncor oil sands upgrader facility near Fort McMurray, Alberta, in 2010.

CANADIAN PRESS

1989 The implementation of the Free Trade Agreement

10

Canada has been a trading nation since its inception, and most of its trade has been with the United States. Over the decades, trade relations between the two countries have been marked by ups and downs.

One of the first attempts to ease trade restrictions came with the Reciprocity Treaty of 1854. Opposition from American protectionists resulted in the U.S. unilaterally abrogating the treaty in 1866. When attempts to negotiate a new agreement failed, Canada introduced a protective tariff in 1879.

Efforts to secure freer trade continued, and Canadian Prime Minister Wilfrid Laurier returned from Washington in 1911 with an agreement that lowered or eliminated duties on many products. But the unratified treaty became an election issue, and voters tossed the governing Liberals out of power, effectively quashing free trade for almost another eight decades.

With the Great Depression, Canada entered the worst economic period of its history, as both countries introduced protective tariff policies that stifled growth.

The period from the mid-1930s to 1980 was marked by trade liberalization both bilaterally and multilaterally.

By 1985, the Royal Commission on the Economic Union and Development Prospects of Canada was calling on the government of Canada to take a leap of faith and enter into a free trade pact.

After many twists and turns, Prime Minister Brian Mulroney and U.S. President Ronald Reagan signed the Free Trade Agreement (FTA) in October 1987. In an election held the following year, the FTA became the defining issue, with opponents arguing that Canada would lose control over its political as well as its economic future. In the end, free trade won out.

The FTA came into effect on January 1, 1989. When a new Liberal government came into power in 1993, it did not rip up the FTA but instead embraced it. A year later, the FTA was expanded as the North American Free Trade Agreement (NAFTA), which included Mexico as well.

Canada's trade with the United States saw a dramatic increase. By the early twenty-first century, Canada was both America's largest customer and largest supplier.

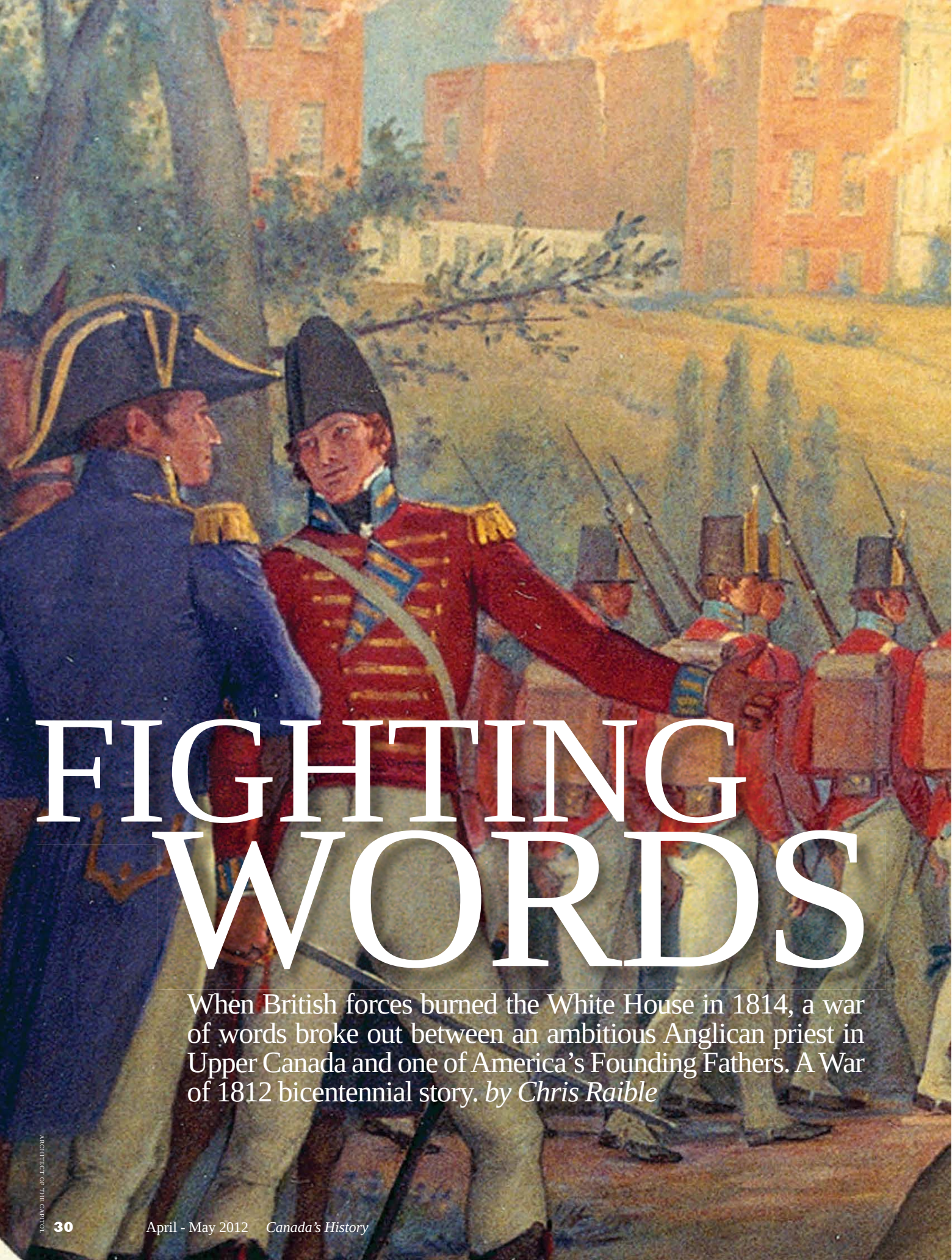
The FTA's biggest impact was in the manufacturing sector, which saw significant rationalization, including the accelerated disappearance of branch plant operations in Canada.

Canada-U.S. trade suffered a setback with the terrorist attacks of September 11, 2001. And recent American actions — such as the Buy American policy and delays in approving the Keystone XL Pipeline — have been unsettling for Canada.

But the benefits of free trade between Canada and the United States are generally recognized. Some hope to make the flow of people, goods, and services between the two countries as easy as it is in the European Union.

Liberal Leader John Turner and Conservative Prime Minister Brian Mulroney argue over free trade in a pre-election debate in 1988.

CANADIAN PRESS



FIGHTING WORDS

When British forces burned the White House in 1814, a war of words broke out between an ambitious Anglican priest in Upper Canada and one of America's Founding Fathers. A War of 1812 bicentennial story. *by Chris Raible*

ARCHITECT OF THE CAPITOL

British Burn the Capitol, 1814 **by Allyn Cox (1973–74). This oil on canvas painting is on the ceiling of the Capitol Building in Washington, D.C.**

Late in the War of 1812, British troops invaded Washington and burned government buildings, including the White House. The action is commonly viewed as having been carried out in retaliation for the 1813 invasion of York (now Toronto), when American troops burned the Upper Canadian Parliament and other buildings.

York's parish priest, John Strachan, was an eyewitness to the actions of the American invaders. The clergyman subsequently wrote a letter condemning American atrocities and publicizing the connection between the fires in Washington and the fires in York. However, apart from setting the record straight, Strachan's missive had another, hidden purpose.

John Strachan as Bishop of Toronto in 1855.

TORONTO PUBLIC LIBRARY

It was January of 1815, and Reverend John Strachan was angry. He had just finished reading a widely published letter by former American President Thomas Jefferson decrying "acts of barbarism" committed by British troops during their brief occupation of the American capital the previous summer.

In the letter, first published in the *Washington National Intelligencer* the previous autumn, when memories of the August burnings were still warm, Jefferson stated: "I learn from the newspapers that the vandalism of our enemy has triumphed at Washington over science as well as the arts, by the destruction of the public library with the noble edifice in which it was deposited. Of this transaction … the world will entertain but one sentiment. They will see a nation suddenly withdrawn from a great war, full armed and full handed, taking advantage of another whom they had recently forced into it, unarmed, and unprepared, to indulge themselves in acts of barbarism which do not belong to a civilized age."

Strachan knew first-hand about acts of barbarism by an invading army. When the Americans captured York, Upper Canada's capital, in 1813, Strachan had been there. The clergyman had seen American soldiers plunder private property and burn government buildings. The aggrieved rector, intent on disabusing the famous Founding Father of his historical errors, proceeded to write a blistering five-thousand-word response.

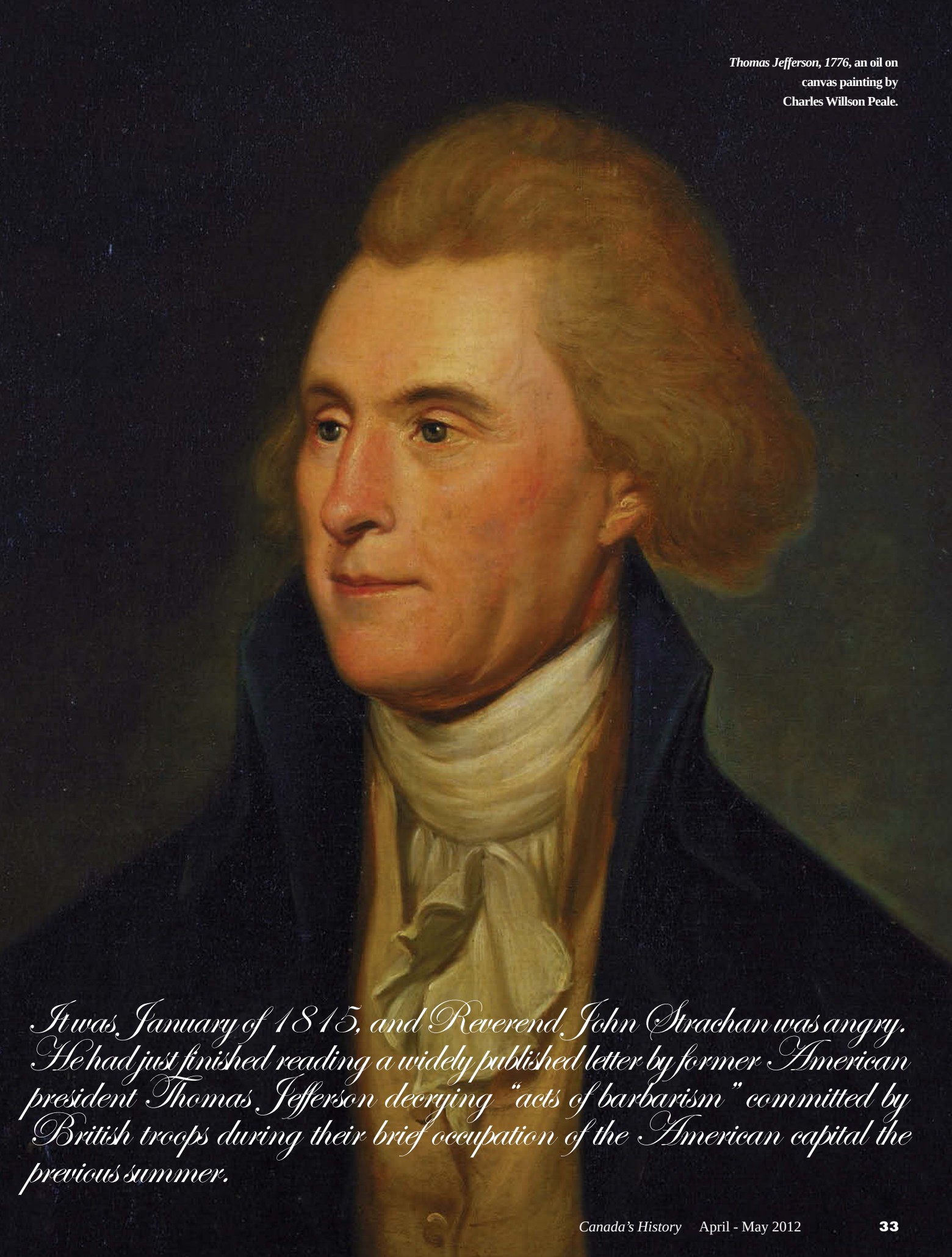
"I perceive that you are angry with the British for the destruction of the public buildings at Washington, and attempt with your accustomed candour to compare that transaction to the devastation by the barbarians in the Middle Ages," wrote Strachan. Surely Jefferson knew that "it was a small retaliation" for what the Americans had done at York.

"We are too well acquainted with your hatred to Great Britain," scolded Strachan, "to look for truth or candour in any statement of yours where she is concerned." Noting that the United States had started the war, the rector wrote that he was correcting the record, "to show the world that to the United States and not to Great Britain must be charged all the miseries attending a mode of warfare … unprecedented in modern times."

Unbeknownst to Strachan, the war was already over. On Christmas Eve, 1814, British and American negotiators signed the Treaty of Ghent, ending two and a half years of fighting. Sparked by British maritime trade restrictions and the impressment of American citizens, the conflict was further inflamed by outspoken American hawks who dreamed of annexing Canada to the United States.

The treaty returned everything to status quo antebellum, settling none of the specific disputes. But news travelled slowly in Strachan's day, and knowledge of the treaty would not reach York until

BRIDGEMAN ART LIBRARY



Thomas Jefferson, 1776, **an oil on canvas painting by Charles Willson Peale.**

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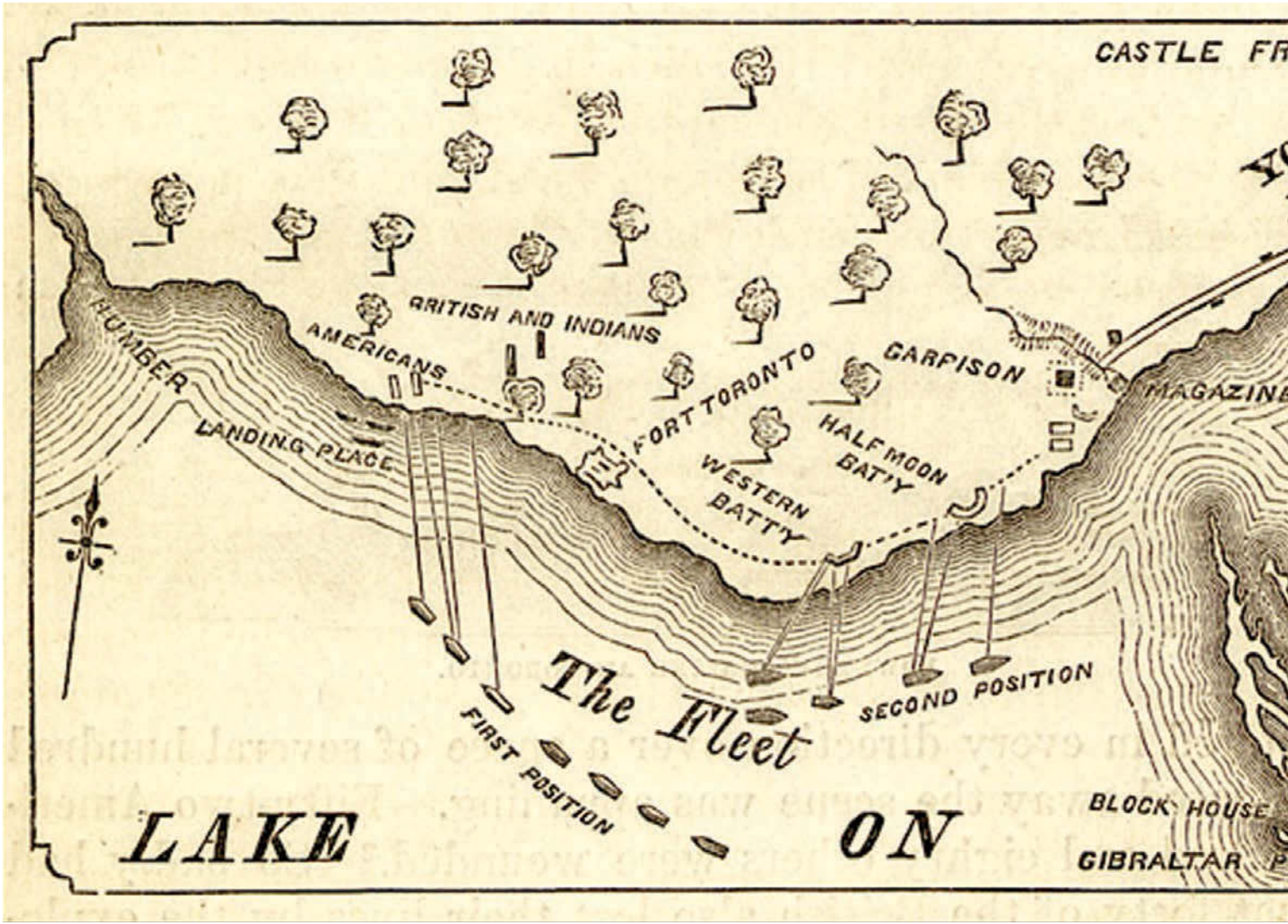


What Strachan almost certainly did know was that in 1812 Jefferson had urged an immediate invasion of Canada while Britain was busy warring with Napoleon.

Above: Map of York from *The Pictorial Field-Book of the War of 1812,* published in 1869.

mid-February.

What Strachan almost certainly did know was that in 1812 Jefferson had urged an immediate invasion of Canada while Britain was busy warring with Napoleon. "The acquisition of Canada this year," Jefferson famously advised, "will be a mere matter of marching." It rankled Strachan that the former president now dared to complain about the British invasion of Washington. In his letter, Strachan took pains to cite the Americans' wartime misconduct:

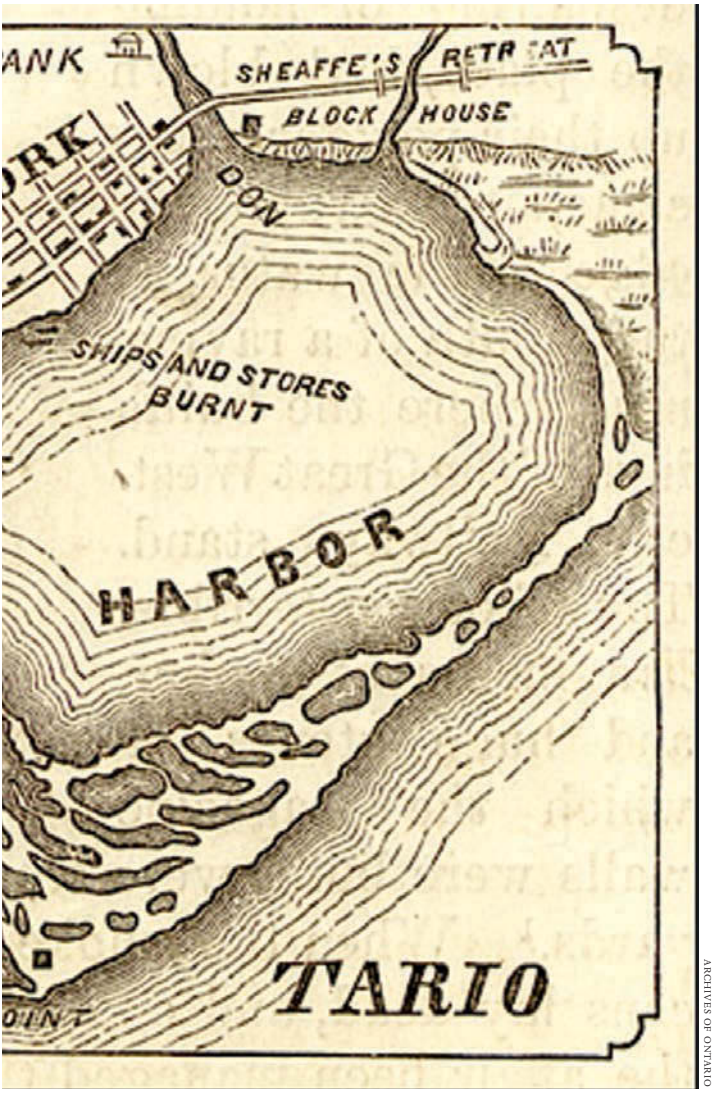
• July 1812: American General William Hull invaded "Upper Canada [Ontario] and took possession of the town of Sandwich [now part of Windsor]. He threatened to exterminate the inhabitants if they made any resistance."

• April 1813: "The public buildings at York, the capital of Upper Canada, were burnt by troops of the United States, contrary to the articles of capitulation.... The church was robbed, and the town library totally pillaged.... Much private property was plundered and several houses were left in a state of a ruin."

• November 1813: "The army of your friend General James Wilkinson committed great depredation in its progress through the eastern district of Upper Canada."

• June–December 1813: At Newark (now Niagara-on-the-Lake) "non-combatants were made prisoners and sent into the United States. The two churches were burned to the ground ... many farm houses were burnt during the summer and ... the whole of the beautiful village of Newark ... was consigned to the flames."

The catalogue continued, describing depredations at Chippewa, Fort Erie, St. Davids, Long Point, Port Talbot, and London. "You reduced fire and pillage to a regular system," wrote Strachan.



ARCHIVES OF ONTARIO

The priest then defended the British response to these American actions. "We abstained from any acts of retaliation, notwithstanding these great enormities." But there came a point, after "the horrible destruction of Newark, attended with so many acts of atrocity, that we burnt the [American] villages of Lewiston, Buffalo, and Black Rock." He added that British commanders appealed for a "returning to the rules of legitimate warfare," but to no avail. Page after page, with mounting indignation, the Canadian parson scolded the American statesman. And he rebutted alleged wartime "British cruelties" contained in a U.S. Congressional committee report, charging Americans with comparable crimes that were even worse.

Who was this upstart Anglican priest with the audacity to chastise one of the most admired men in the world? Though a stranger to Thomas Jefferson, John Strachan was rapidly rising in the political ranks of Upper Canada. The youngest son of an Aberdeen, Scotland, family of modest circumstances, Strachan studied religion at St. Andrew's University before becoming a schoolteacher.

Seeking fame and fortune unlikely to be his in Scotland, Strachan emigrated to Kingston, Upper Canada, to become a tutor to the children of prominent merchant Richard Cartwright. In 1803, after failing to be named minister of a Montreal Presbyterian church, Strachan changed his allegiance to the Church of England — "turncoat parson," his critics called him.

He was ordained to the priesthood and appointed to the parish of Cornwall. During the next few years, he wrote poems and patriotic columns for the newspapers and conducted a school for boys. Soon the better families of Upper Canada — the Baldwins, the Boultons, the Jarvises — were sending their sons to his school. In time, many of Strachan's boys would grow into very important men, occupying positions of power in the province.

In 1812, the Reverend Dr. Strachan — King's College Aberdeen, at his request, had awarded him an honorary doctorate — accepted the double appointment of parish priest and garrison chaplain at York. In April of the following year the Americans invaded. Outnumbered British forces quickly withdrew, abandoning the town to the occupying Yankee army.

It was, perhaps, Strachan's finest hour. Assuming the leadership of York's citizens, the rector negotiated terms of surrender, confronted the American general for breaking the agreement, and stopped the plundering — but not before major damage was done.

Earlier in the war, Strachan had organized the Loyal and Patriotic Society of Upper Canada. It had two roles: to provide relief to militiamen and families in distress because of the war and to award medals to men who distinguished themselves in the fighting. Strachan preached, prayed, and promoted, raising money, rallying the populace in demonstrations of loyalty, and attracting the attention of colonial administrators. Politically as well as ecclesiastically ambitious, Strachan was launched on his long career of power and influence in both church and state. Soon came his appointment to the Executive Council, a circle of close advisors to the lieutenant-governor.

Strachan was a keen observer of the war, following its campaigns meticulously; few civilians knew the war in such detail. The parade of American horrors Strachan presented to Jefferson was essentially correct — biased, exaggerated, but true. Grievous acts were committed on both sides, but modern historians agree that the United States was probably guilty of the war crimes the cleric listed. In a tumultuous time, this loyal and patriotic Canadian stood up to someone he saw as a contemptuous, ill-informed American former president — Jefferson was wrong, and Strachan dared to tell him so. Or did he?

It seems Jefferson never received Strachan's letter. According to curators of the former president's papers at Monticello, Virginia, throughout his life Jefferson kept careful track of letters received and written. These records include no evidence of an 1815 letter from Strachan. Nor has there been found, in any

It was, perhaps, Strachan's finest hour. Assuming the leadership of York's citizens, the rector negotiated terms of surrender, confronted the American general for breaking the agreement, and stopped the plundering — but not before major damage was done.

Above: An 1839 engraving depicting the death of General Zebulon Pike at the Battle of York on April 27, 1813.

of Jefferson's papers or correspondence, any suggestion that he ever heard from — or ever heard of — John Strachan, in 1815 or any other year. Moreover, whole armies of academics have studied Jefferson for decades. None seems to have been aware of Strachan's zealous assault on Jefferson's judgment and integrity.

Strachan's letter was published in April 1815, months after the war's end. The *Montreal Herald* printed it; the *Quebec Gazette* reprinted it in both French and English; and that summer an English periodical, *The Antijacobin Review and True Churchman's Magazine*, republished it.

Not until May did Strachan's epistle appear in a New York paper, the *Columbian*, but no other American reprint has been located. In neither Britain nor the U.S. did it attract much attention. The issue of alleged wartime atrocities was being fiercely debated in the press on both sides, but Strachan's accusations were either overlooked or ignored. His intended splash caused scarcely a ripple. Not even British officers serving in Canada seem to have known of it. Nor, apparently, did Strachan himself refer to it in his personal correspondence.

Nevertheless, the letter did not disappear. Three years after the war's end, Strachan revived it by appending it to his *Report of the Treasurer of the Loyal and Patriotic Society*. This had the effect of preserving it for posterity. In the course of the next century, historians occasionally referred to it. In 1895, William Kingsford's *History of Canada* reprinted the letter in full. Today it is occasionally cited as evidence that the British burning of the White House in Washington was justified by the American burning of the Parliament in York, even though Strachan's letter does not prove this.

But there is more to this story. It seems both Jefferson and Strachan had personal motives for writing their respective letters. Jefferson desperately needed money to settle pressing debts. The devastating loss of the Washington library during the British attack presented him with a unique opportunity to sell Congress his own extensive collection of books.

As the full text of his letter reveals, Jefferson proposed to sell his personal library, with "the payment made convenient to the public. It may be, for instance, in such annual installments as the law of Congress has left at their disposal."

Strachan's letter to Jefferson audaciously chides the ex-president for trying to profit from a difficult situation. Jefferson should have given the library away, Strachan wrote, and not try to sell it "at your own price, which, if sold volume by volume, would have fetched nothing."

In the end, Jefferson received $23,950 for 6,487 volumes that became the core of a newly created Library of Congress. Jefferson lived on in comfort for another decade, dying on July 4, 1826 — the fiftieth anniversary of the Declaration of Independence he had authored.

Strachan's motive for responding to the Jefferson letter appears linked to salvaging his own reputation, which was in peril because of the shortcomings of the Loyal and Patriotic Society that Strachan had helped found. The society came under fire for not assisting needy immigrants who were not militia-related.

Moreover, the society had not fulfilled its other purpose — awarding gold medals to the war's heroes. Hundreds of medals had been minted, but there was no agreement as to who deserved them. Ultimately, no medals were bestowed — all were melted down and sold, with the proceeds presented to York's hospital (now the Toronto General Hospital).

Because the society had been Strachan's idea, some people blamed him for its failure. By appending the letter — along with two of his wartime patriotic addresses — to his treasurer's report, Strachan ensured that his efforts on behalf of King and country became part of the historical record.

The printed report thus served to promote the society and to puff up its treasurer. Strachan used thrusts at Jefferson to deflect arrows aimed at himself.

Strachan evidently succeeded in clearing his name. In time, more appointments came his way, including one to the Legislative Council, the Upper Canadian upper house of Parliament. As his former pupils rose to high government offices, Strachan served as a kind of paterfamilias for the powerful elite that was later dubbed the Family Compact.

He continued tirelessly to promote the Church of England in the province and his own place within the church. In 1839, he was consecrated Bishop of Toronto, the first Anglican bishop in the history of the province. He died on November 1, 1867, All Saints' Day.

In light of the life experience of both men, the priest's closing admonition to the president might well have applied to Strachan himself: "With a lively attention to your very own interest, you take advantage of the times."

ANDREW WORKMAN

Remembering the War of 1812

Participants in the Grand Tactical re-enactment at Fanshawe Pioneer Village, London, Ontario, in October 2011.

You're going to be hearing a lot more about the War of 1812 over the next few years. Although it was a small and relatively short war — it was part of a much larger conflict raging in Europe — the War of 1812 is remembered today as a critical turning point. It was a time when Canada faced and overcame a serious military invasion from the United States. As such, it shaped Canada's destiny as a nation.

Both the federal and Ontario governments have launched major plans to commemorate the conflict. These include educational campaigns, historical re-enactments, interactive tours, improvements to historic sites, and a permanent 1812 monument in Ottawa.

In June, the Canadian War Museum will unveil a new permanent exhibit that weaves together multiple perspectives on the conflict in what the museum is calling a dramatic new account of the war. And the federal government has designated October as a national month of commemoration of the heroes and key battles of the war. There are also plans to honour the fact that many contemporary militia regiments in Ontario, Quebec, and Atlantic Canada trace their origins to the War of 1812.

The war broke out on June 18, 1812, when U.S. President James Madison declared war on Great Britain. American troops attacked Upper and Lower Canada, and, over the next two and a half years, Canadian militia and First Nations warriors fought alongside British regulars to ward off the invaders. The war ended with the Treaty of Ghent, which was ratified on February 18, 1815.

CMHG/DND/GC-312

FLY WARS

Children in 1912 were on the front lines to exterminate the 'most dangerous animal on earth.' by Isolde Prince

July 5, 1912, was a thrilling day for the children of Toronto: The Swat the Fly Grand Prize Competition had finally begun. "Millions of Flies are to be Assassinated," announced the *Toronto Daily Star*, which offered cash rewards of up to twenty-five dollars to the children who swatted the most flies. "The fly has got no friends, and he does not deserve any," explained the article. "He carries disease to the baby and fills the city cemeteries." Get the fly, urged the paper, "slay him, slaughter him, scald him, capture him."

The sum of twenty-five dollars was a fortune to a child in 1912, and the kids jumped to their fly swatters. Throughout July and August — in the heat of a summer so hot that bankers campaigned to be allowed to work in shirt sleeves — boys and girls, from toddlers to teenagers, could be found creeping and crawling through stables, rubbish tips, backyard privies, and even slaughterhouses, to seek out and destroy *Musca domestica*.

The children carried their catches in pails, boxes, and cans to Toronto City Hall, where Public Health Office staff carefully counted the bodies. The newspaper eagerly reported the six-week contest, publishing contestants' names and photographs and running articles on constructing flytraps and brewing fly poisons.

The fly-swatting mania was not confined to Toronto. Led by Women's Leagues, city newspapers, and public health departments, citizens across North America were eradicating houseflies in the summer of 1912.

Swat the Fly was one of the most popular and successful public health campaigns ever mounted. The crusade was the culmination of years of effort by health authorities to exterminate the housefly, an insect long suspected of spreading deadly diseases such as tuberculosis, typhoid, and infantile diarrhea.

The campaign had its roots in the late 1880s. By then, scientists had come to accept the new findings of bacteriology, a field pioneered by Louis Pasteur and Robert Koch. But germ theory was hard to sell to the public.

Most people in the nineteenth century believed disease spread through bad smells — miasmas — from rotting garbage, waste, and filth. Miasmas made sense at the time, since large cities had no shortage of odours. For example, Montreal's 3,500 stables housed thousands of working

Left: Teenager Beatrice White killed more than half a million flies to win the Toronto Swat the Fly contest in 1912.

CITY OF TORONTO ARCHIVES

SUBJECT FOR A PICTURE.—IRRITABLE GENTLEMAN DISTURBED BY BLUEBOTTLE.

PUNCH/GETSTOCK

Disease and death rates in the late 1800s were also shocking, especially among infants. In Toronto, one in ten babies died before their first birthday; in Montreal, known at that time as the "Calcutta of the West," that number was a startling one in three.

Above: A nineteenth-century illustration from *Punch* magazine, captioned, "Irritable gentleman disturbed by a bluebottle."

horses, each of which produced about ten kilograms of manure a day. Stinking messes piled up in streets, gutters, and alleys. Outdoor privies were also a problem. In his famous 1897 study, which became a book entitled *The City Below the Hill*, civil reformer Herbert Ames was horrified to report that about half of Montreal working-class households still used that "insanitary abomination, the out-of-door-pit-in-the-ground-privy." As late as 1912, Toronto Public Heath counted eighteen thousand outhouses.

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Oozing privies, seeping stables, soaring death rates — it was not hard for people to imagine links between disease and filth. The new idea, that invisible microbes travel from person to person to cause illness, was much more difficult to grasp.

Educators went to work. Starting about 1900, torrents of anti-fly articles, pamphlets, and books poured from the pens of public health campaigners in the United States and Canada. During that period, as Yale University medical historian Naomi Rogers states, "the fly was transformed from a friendly domestic insect into a threat to health and hearth. It was portrayed as horrific … physically repulsive, and its dangers were exaggerated." The housefly became, in the words of Rogers, a "germ with legs," a hideous, disgusting baby-killer.

Some campaigners even changed its name; it went from housefly to fearsome "typhoid fly," a creature of unhealthy habits. "Setting out from its foul breeding place," one official wrote, "[the fly] feasts at your privy and greets you with unwashed lips and unwiped feet in your parlour and at your dining table."

No hyberbole seemed too strong. The *Public Health Journal of Canada* warned, "More dangerous than the tiger or the cobra [the fly] may easily be classed as the most dangerous animal on earth," responsible for "7,000 child deaths" a year.

From the health literature the filthy killer quickly made its way into popular magazines and newspapers. The *Toronto Daily Star* pointed out that germ-ridden flies "bath in milk and skate on butter." Worrisome images of germ-covered fly feet tramping over the faces of sleeping babies proliferated.

Many serious scientists and entomologists were convinced by the case against the housefly. They included Charles Gordon Hewitt, the dominion entomologist of Canada, who argued that flies spread illness.

According to Naomi Rogers, "the anti-fly crusaders of the early 1900s employed the methods and evidence of medical entomology and epidemiology, but they used science selectively." Not all medical authorities supported the anti-fly campaigns. A notable skeptic, Charles Chapin, superintendent of health for Providence, Rhode Island, and one of North America's most respected public health authorities, wrote: "There is no evidence that in the average city the housefly is a factor of great moment in the dissemination of disease."

Chapin was concerned that the focus on flies diverted attention from the real causes of the spread of disease — other people. Chapin argued that horse manure does not come into it. There is "no demonstrable difference in a city's mortality whether its streets are clean or not, whether the garbage is removed promptly or allowed to accumulate." Chapin promoted personal hygiene and handwashing to curb infection. Other health authorities also downplayed the fly in favour of slum clearance, water chlorination, and milk pasteurization. And officials in London, Ontario, questioned the obvious: Was it wise to send toddlers to catch supposedly disease-ridden flies?

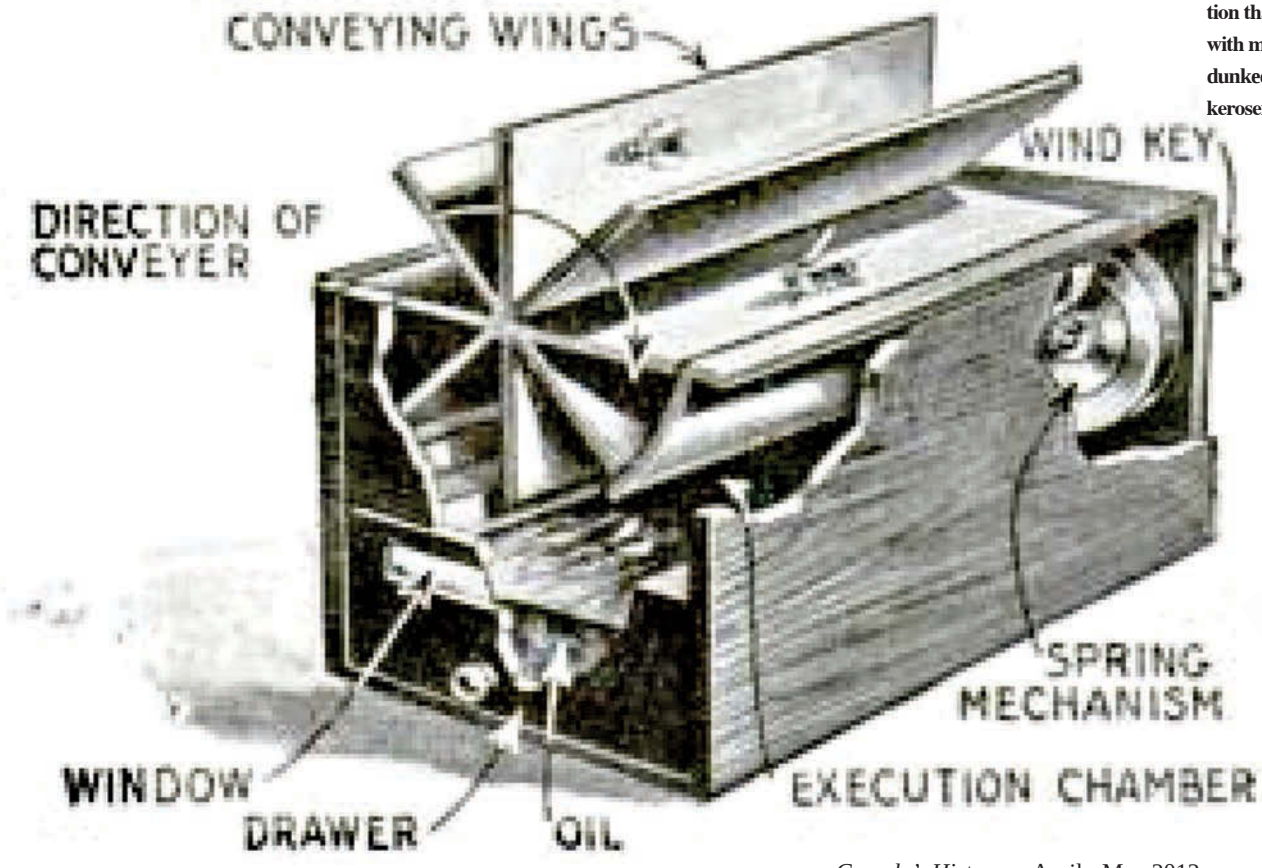
Whatever its effects on disease, Swat the Fly was hailed as an effective educational campaign, mobilizing people, especially children, into enthusiastic support for public health, clean cities, and germ theory.

Results from Swat the Fly also provide us with a rare historical statistic: Turn-of-the century urbanites apparently shared their cities with an exorbitant number of houseflies. By the end of the contest, Toronto's children had killed a whopping 3.3 million flies. The number-one fly killer in Toronto was Beatrice White, a young teen who slaughtered 543,360 houseflies and walked away with first prize. One of the younger fly catchers, two-year-old Augustina Parsons, disposed of nine thousand. Even sleepy Hamilton brought down 1,470,188 of the insects. But Montreal broke all Canadian and U.S. records — more than one thousand children swatted an extraordinary 25 million houseflies.

Fortunately for the nation's health, fly killing was not the only method employed to combat communicable disease. Starting about 1910, Canadian cities began to make milk pasteurization and water chlorination compulsory. Cities also extended sewers lines and installed indoor plumbing. Such measures went a long way in decreasing illness. For example, typhoid dropped dramatically in Toronto following chlorination — from 40.8 victims per 100,000 in 1910 to 1.9 per 100,000 in 1915.

As cars replaced horses and cities banned outdoor toilets, fly numbers dropped off naturally.

Poor housefly. Although some species may carry serious disease — for instance, tsetse flies carry sleeping sickness in Africa —the common housefly is not considered an important health menace in North America, no matter how dirty its feet. Following Swat the Fly, however, the harmless insect never really recovered its reputation. Even today many people still shudder to be brushed by a fly.



The 1917 edition of *Popular Mechanics* described an invention that lured flies with molasses and dunked them in kerosene.

Writer Matthew Fisher in Afghanistan.

Hope Amid the Ruins

A veteran foreign correspondent in Afghanistan reports on Canada's role in rebuilding the war-torn nation. *by Matthew Fisher*

MATTHEW FISHER

An aerial view of a diversion weir that forms part of the Arghandab/Dahla Dam irrigation system.

Canada's showcase development project in Afghanistan — the $50-million Dahla Dam irrigation network refurbishment project — appears to be a success. Vast areas such as the Tarnak Farms south of Kandahar City now bustle with farming activity. Getting water flowing again across most of Kandahar's populated areas has been a great boon to farmers and to the economy of southern Afghanistan. The people had been water-starved by thirty years of warfare, then by the Taliban, who had no idea how to run a country.

High-quality saffron, which fetches up to seventeen dollarsa gram on world markets, now grows readily for the first time in decades because a Dahla-related Canadian project trained farmers to cultivate this exotic spice and enlisted widows whose small fingers lift the saffron from flower crystals.

Pomegranates grow in abundance again, too, with a record crop harvested in 2011. In part thanks to a sprinkler irrigation system imported from Outlook, Saskatchewan, there have been bumper harvests of wheat and barley, which, if the plants get enough water, turn from green to gold by early summer in the searing Afghan sun.

Closer to the walls of the massive Dahla Dam, about seventy-five kilometres to the northwest of Tarnak Farms, the redistribution of nature's bounty has created a lush microclimate that in some places looks like a tropical paradise.

In all, the waters of the dam and its canal system, which is longer than Ontario's Rideau Canal — now irrigate about 70,000 hectares of farmland, reaching eight in ten people in Kandahar province. The rehabilitation project itself has provided jobs for about 3,100 Afghans.

"I believe that Canada is doing some of the best work in Afghanistan," engineer Youssef Pashtun, Afghan President Hamid Karzai's personal water adviser, said after inspecting the project last May. "This project has a long-term effect. This isn't like some other projects that can disappear. This doesn't go away. Everybody here is a farmer, so you have to look at this as being better than building a factory."

It has been a tough slog earning such praise. The project was undertaken under the threatening gaze of the Taliban insurgency. A big military presence, not to mention a lot of patience and engineering know-how, was needed to move

half a million cubic tonnes (29,000 dump truck loads) of silt and to repair the dam's irrigation canals. One wonders if Paul Martin's Liberal government would even have committed combat troops and civil servants to Kandahar in early 2006 if it had known how big and dangerous such tasks would be.

Now, though, it is money in the bank. Canada has enormous experience to draw on if Ottawa again decides to make commitments to failed or failing states. The country has cleared a high bar in Afghanistan — spending $1.4 billion since 2002 on humanitarian and development assistance that has included a national polio inoculation scheme for children, training of Kandahari security forces, building or repairing more than fifty schools, and setting up a hospital maternity ward, as well as scores of smaller projects.

There is a hot debate in some Canadian circles about whether or not there will ever again be a similar mission abroad. There is no debate, however, among Canadians who have served in Afghanistan. They believe Canada will inevitably undertake such challenges again. They view Kandahar as the template for a new, edgier kind of outreach that might be called combat diplomacy.

"What we see here is a broad-spectrum approach," said Tim Martin, who was the fourth senior diplomat to serve as the representative of Canada in Kandahar — a post referred to as RoCK. "The government of Canada can provide security, development, and humanitarian assistance as a combined team."

Ben Rowswell, another career diplomat who cut his teeth in Somalia and then in Iraq at the height of the war there, was Martin's predecessor as RoCK. In an interview in 2010, he described what Canadian soldiers and civilians were doing together in Afghanistan as "another part of the story of Canada's evolving presence in the world. It is not just our foreign service that is going to different places than it did in the sixties and seventies. It is the aid community, too."

Among the last of the Canadian public servants to operate in the field in Kandahar were Galal Ali and Claude Desilets of the Canadian International Development Agency. Ali is a water structures and irrigation engineer. Desilets was the Dahla Dam and irrigation project field manager. They were scheduled to leave at the end of 2011, after the Dahla Dam's irrigation network was fully operational.

Desilets is a Franco-Ontarian from Windsor, with an education in international business and economics and eleven years experience managing major development projects for CIDA and the UN in Iraq and Africa. He's a self-described jack of all trades whose principal job was building and maintaining relationships with the government of Afghanistan and the military.

He says that apart from security the biggest constraint has been the Afghan government's limited capacity to handle what the international community wanted to accomplish.

"My favourite saying is that everything in Afghanistan is a struggle," says Desilets. "There are so many little things you have to overcome every day. A day and a half later you are still trying to reach someone by telephone."

The Dahla Dam project, one of six Canadian signature projects in Afghanistan, required a prodigious amount of engineering design by Montreal-based SNC-Lavalin/Hydrosult. There are seventy-four kilometres of main canals and 478 kilometres of secondary ones. Besides removing silt, the work involved replacing generators and valves, fixing or replacing hydraulic gates, removing sediment, improving roads, and constructing a major bridge.

Doing all this took time. Kandaharis as well as some Canadian media grumbled about how little was being achieved. The project was launched in 2008, but the first shovel did not hit the ground until January 2010.

"From that point on, people could see something tangible being done and feel better about it," Desilets said. "Because of the size of the project, people expected a lot."

CIDA officers had to work closely with provincial and district governors as well as village elders. Among other things, they had to ensure that eighty percent of the work was done by men who lived within two kilometres of where the canals were being cleaned.

ROGER LEMOYNE

An aid worker wears a CIDA banner at a food aid distribution site for widows. After three decades of fighting, Afghanistan has one of the highest percentages of widows — six to eight per cent — in the world.

"Once you have understanding and communication at the community level you get buy-in," said Desilets, who got out to see the work first-hand about six times a month. "You get labour and a measure of stability because the elders look out for the area."

Far away from the Dahla Dam, at a remote outpost in Panjwaii District in western Kandahar, Joffre Leblanc had a very different assignment. Leblanc was one of the last Canadian civilians to serve outside

MATTHEW FISHER

the wire — meaning beyond the protection of a military base — as a stabilization officer for the Provincial Reconstruction Team (PRT). The twenty-six-year-old Acadian from Nova Scotia worked alongside American diplomats and soldiers from both the U.S. and Canada. His duties included advising the district government about how to administer an area that had long been sympathetic to the Taliban.

"The country is still very deeply troubled," Leblanc said before returning to Canada last summer. "But a lot of older and some younger people are incredibly politically savvy. They are not educated in the way we might value it, but they are street-smart. They can get resources and distribute them through patronage networks.

"We come from so far away, and I had expected hostility, but there has been very little. There have been some death stares and people who may not smile, but that may be rooted in our strangeness. Once you say *salaam alaikum* (peace be upon you) it often melts away."

Leblanc admits it was disappointing that some locals were less interested in developing their district than they were in receiving their cut. And some had little interest in security because they made their living from the private security business.

He found he had to be flexible: "You have to forget how you do a lot of things. You cannot come here with an uncompromising stance. You defend what you believe in, but this is a unique environment with an insurgency. You have to look at things through a political lens, not just a development one."

Howard Coombs, a historian and an adviser to the Canadian task force in Kandahar from 2010 until July 2011, has high praise for civilians such as Leblanc: "Pound for pound they punched far above their weight. But there were very few of them, and some others working in Kandahar City did not see the ground truth."

One of the realities of the Canadian mission was that the relationship between soldiers and civilians was sometimes rocky, particularly at the bureaucratic level.

This was especially so during the early years back in Canada, where the military and the Department of Foreign Affairs and International Trade (DFAIT) often looked at each other with distrust. Some diplomats thought the soldiers were hidebound. Some soldiers found the diplomats unprepared for the rigours of war.

Much of the bad blood was the inevitable result of two proud bureaucracies used to doing things their own way suddenly having to work together. But other factors were also involved. One of them was the closure in 2008 of an effective initiative established by General Rick Hillier, the former Chief of Defence Staff.

MATTHEW FISHER

The Strategic Advisory Team (SAT) operated from 2005 to 2008. It consisted of senior Canadian military officers, a defence scientist, and a representative of CIDA who worked closely with Afghan ministries and senior officials in consultation with the Canadian Embassy in Kabul.

DFAIT objected to the SAT's existence, arguing that such work must be the province of diplomats and other public servants, not soldiers. The foreign ministry's argument made some sense in theory. But when DFAIT subsequently took over the team's mission, it was unable to enlist enough highly competent hands. Soldiers fumed on the sidelines as Canada's influence in Kabul waned. The U.S. military eventually filled the void.

The team's last commander, Brigadier General Serge Labbé, believes SAT is the wave of the future. "Ten years from now there will be SATs, and perhaps sooner than that. It is not so much what we did but how we did it. That was the difference between us and everyone else in the country."

Afghan farmers work on Tarnak Farms demonstration plots.

There was also tension because Canada's civilians in Kandahar were beholden to the military for security and transport. It was impossible for the civilians to travel in the provincial capital, let alone anywhere else in the province, without at least a dozen infantrymen and three armoured vehicles.

Some of the troops, particularly young soldiers, were not always enthusiastic about escorting civilians whose work they found hard to understand. These soldiers usually wanted to be out with the rest of the army fighting the Taliban.

Lieutenant General Michel Gauthier, commander of all Canadian troops overseas from 2006 to 2009, acknowledged the friction: "We tended to be critical of our partners and they tended to be critical of us. From a purely military perspective we had unrealistic expectations about what our brothers and sisters could deliver in a dangerous operating environment. There was very little experience. The military has to learn its place in the broader mosaic that is now required."

In fact, although relationships in Ottawa may sometimes have been strained, many of the Canadian civilians who came out to Afghanistan quickly established a good rapport with and respect for the troops. The public servants participated in intensive military pre-deployment exercises in Alberta and California. They also took a week of training at the Canadian Forces Peace Support Training Centre in Kingston, Ontario, to learn about things like mine awareness and combat first aid. Two days of Afghan-led cultural awareness classes were also part of the civilian training program.

Leblanc was generous in his praise for the Canadian soldiers he worked, ate, and slept beside in Panjwaii.

"I'd heard stories, but I found the military very open to new ideas," Leblanc said. "You have to push back sometimes, but we usually quickly came to agreement and sent them up our chains of command. We'd either both say something wasn't good or we'd both suggest doing something in a particular way."

Leblanc, who had been an information officer for DFAIT in Ottawa when he was approached to go to Kandahar, saw

‘Are you kidding? The Canadians achieved a lot. People will write dissertations on this particular place as an irregular warfare unit that was wildly successful.’

Above: Tim Martin, left, the representative of Canada in Kandahar, with Canadian Brigadier General Dean Milner at the Dahla Dam in 2011.

Below right: A child receives a polio vaccination. Polio eradication is one of Canada’s six signature projects in Afghanistan.

the mission as a unique opportunity: “I couldn’t not do it. I would have been disappointed with myself if I hadn’t. A lot of guys who have been hurt were the same age as me, so I wanted to contribute in any way I could. It had been a dream of mine to work in the field, dealing directly with bearded elders to find out what was going on.”

He adds that people join the department for different reasons: “Some prefer the perfumed route, as I’ve heard it described, which means more comfortable locations. Others prefer rugged places.”

To give DFAIT its due, Canada’s diplomatic corps is not nearly as cosseted as it used to be. Beginning with Iraq, a lot of diplomats have stepped up to do their part in conflict zones. Among them was Glyn Berry, who was killed by a suicide bomber in Kandahar early in 2006, and Bushra Amjad Saeed, a young political officer who was gravely wounded late in 2010 when a homemade land mine struck the armoured vehicle she was travelling in. Four soldiers and journalist Michelle Lang of the *Calgary Herald* were killed in the same blast.

There has been hand-wringing by critics at home who say diplomats and other civilians were drawn into a war they should not have been part of. But the British and especially the Americans have been impressed by what Canada’s military and civilians accomplished together in Kandahar.

“Are you kidding? The Canadians have achieved a lot,” said Bill Harris, who was the top senior U.S. diplomat in southern Afghanistan in 2010. “Your military played Horatio at the bridge for five years here.”

As for the Canadian Provincial Reconstruction Team in Kandahar, he added: “People will write dissertations on this particular place as an irregular warfare unit that was wildly successful.”

U.S. General David Petraeus, who ran the Afghan war as the head of Central Command and then as the commander of all NATO forces in Afghanistan “loves this PRT,” Harris said. “I can’t say it is his favourite. But I bet it is....

“One of the messages that I have been trying to plant as an outside observer, [is for Canadians] while you are resting up between international commitments like this, work on your whole-of-government concept because you have the best one in the world. You can teach all of us something if you can capture all your lessons and create a kind of civ-mil [civil-military] doctrine.”

“Whole-of-government” is a bureaucratic catchphrase that refers to having different parts of government working together towards a single objective. In the case of failed states, it has meant defence,

CIDA/ACDI

development, and diplomacy — also called a 3-D approach. But it's a hard thing to get people from vastly different areas to work together effectively.

"The biggest challenge for future engagements is making sure coordination gets done at all levels," said Desilets of the Dahla Dam project.

"It is almost like a three-dimension matrix. We have to coordinate with the military, other government departments, and the government of Afghanistan. Essentially every stakeholder is playing in the same sandbox, and it is very difficult because of security considerations. I have become very aware that a lot goes into making even the simplest of movements, although the military takes care of all that."

One measure of success for Desilets was that, despite media sniping over alleged security shortcomings on the dam project, "there have not been any deaths related to the Dahla work. Five hundred kilometres of canals and no deaths — that is very telling of the approach we used."

Martin, the former top Canadian diplomat in Afghanistan who is now ambassador to Colombia, acknowledged that there might not have been enough oversight on some projects, such as the construction of about fifty schools. But he says monitoring of development projects had greatly improved by the time Canada was departing from Kandahar last summer.

Nevertheless, not everything in Kandahar worked out. Despite years of mentoring by Corrections Canada officers and funds to improve security and the well-being of prisoners, there had been two spectacular jailbreaks at Kandahar's Sarpoza Prison. Martin admitted that the scale of the escapes and the apparent complicity of some of those working in the prison had been a crushing disappointment to the Canadians who had worked there for so long.

With combat forces having returned home, Canada now runs a much smaller development and humanitarian aid program in Afghanistan out of its embassy in Kabul. But it left a legacy in Kandahar.

The polio campaign will have a lasting effect on the health of young Afghans. Water is now available to diversify crops and boost production. Kandahar University — now protected by a Canadian-built security wall — is full of students. As the university's chancellor told Tim Martin, "educated people who think clearly will not be subject to recruitment by the Taliban."

As for what the Afghan mission might mean when Afghans assume full control over their destiny as NATO troops leave in 2014, Martin was cautiously sanguine.

"Will it all come together? There are a lot of reasons to be optimistic," he said. "But as each day goes by the burden is going to shift more and more to Afghanistan's leadership capacity."

For Rowswell, who is now a visiting scholar at Stanford University specializing in state-building and stabilization, much has been learned from Canada's experience in Afghanistan.

"Where there are conflicts where Canada has so much at stake, all of Canada needs to be represented with all the skill sets we bring to bear."

MATTHEW FISHER

Tarnak's checkered past

Tarnak Farms is the site of the notorious al-Qaida training camp that operated from 1997 to 2001 and sometimes housed Osama Bin Laden. Located south of Kandahar City, Tarnak Farms is reputed to be where Bin Laden plotted the 9/11 attacks and was among the last strongholds occupied after coalition forces invaded Afghanistan in 2001.

Tarnak Farms was also the site of Canada's first casualties of the Afghan war. Four Canadian soldiers died and eight were wounded in a friendly fire incident in 2002. An American fighter pilot dropped a bomb on the Canadians after mistaking their night-firing exercise for Taliban anti-aircraft fire.

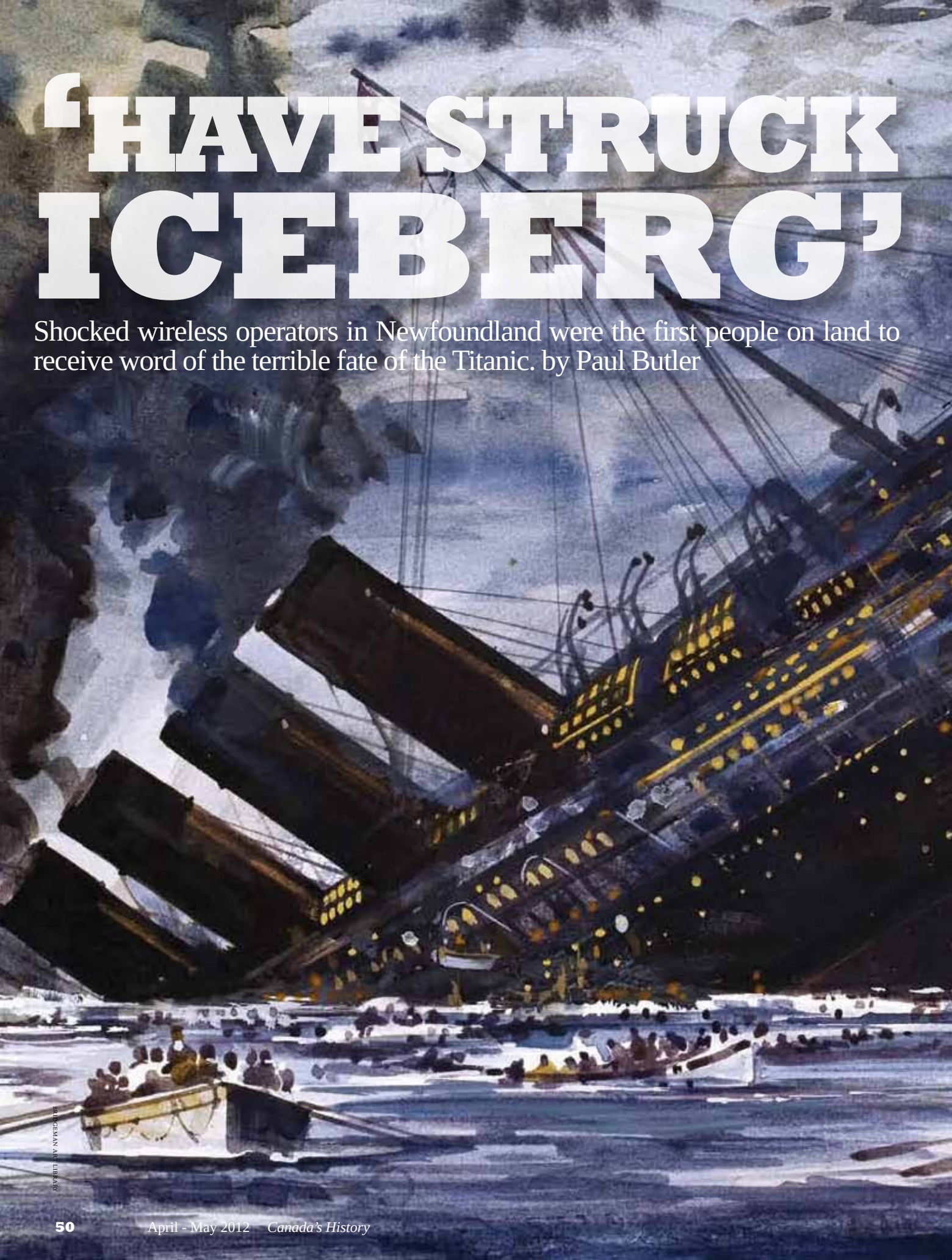
But long before Tarnak became linked to terror and war, it had a fifty-year history as a government experimental farm that was fed by the Dahla Dam. The dam, originally built under an American aid program and completed in 1952, turned vast tracts of arid land in the Arghandab River valley into fertile soil. Orchards and vineyards flourished. But decades of disrepair and war resulted in a reduced ability to regulate the flow of water.

Tarnak Farms was within Canada's area of military responsibility from March 2006 to July 2011. During that time, Canada spent $50 million repairing the Dahla Dam and irrigation system. It also invested $4.7 million in a new agricultural research institute at Tarnak Farms, returning the site to its original function.

Matthew Fisher is a foreign affairs columnist for Postmedia News who has covered fourteen conflicts during twenty-eight years of reporting from abroad. He went to Afghanistan in 2002 and spent more time reporting from there than any other Canadian. For the last two years of the mission, Fisher lived in an army tent in Kandahar.

‘HAVE STRUCK ICEBERG’

Shocked wireless operators in Newfoundland were the first people on land to receive word of the terrible fate of the Titanic. by Paul Butler



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***The Sinking of the Titanic* by Graham Coton, 1981.**

Above: *On the Deck of the Titanic*, a painting by an unknown artist.

Next page: A life ring from the Titanic and a London newspaper seller with news of the disaster.

The news came to North America at 10:25 p.m. Eastern Time, Sunday, April 14, 1912, in a Morse signal of six dashes and five dots: —•—• ——•— —••. Jack Goodwin, one of three wireless operators at Cape Race, Newfoundland, immediately recognized the then standard Marconi distress call — CQD (the signal used before SOS became common).

Coming from the *Titanic*, this was startling. Goodwin and his colleagues had been receiving and forwarding more mundane messages from the *Titanic* from the moment the giant steamship had come within range earlier that evening. No little excitement had accompanied this, the maiden voyage of the White Star Line's most luxurious vessel. The calm but frigid air over the Atlantic had been buzzing for hours as passengers of the *Titanic* messaged their relatives and friends in North America.

The distress call now held Goodwin's complete attention. He took down the position — 41.44 N 50.24 W, 380 miles southeast of the station's own position — then rushed to find his supervisor.

Cape Race, the wireless station on the southeastern tip of the island of Newfoundland, was — and is still — a wild and isolated place, with thirty-metre cliffs and shrouding fog for 158 days of the year, on average. Yet the spot had long been North America's ear to Europe and the Atlantic. Even before the location became home to Newfoundland's first wireless station in 1904, Cape Race was already synonymous with breaking news from the east.

The tag line "via Cape Race" was familiar to American newspaper readers because from 1859 to 1866 the New York City Associated Press anchored a news boat at Cape Race. The boat picked up watertight canisters dropped from the sides of ships coming from Europe as they steamed past the Cape Race lighthouse beacon. The canisters, which contained news of war and peace and other momentous events in Britain and on the Continent, were delivered to the Cape Race telegraph office, where an operator wired the news to New York. In this way, news reached North America four days before the ships that carried the dispatches across the Atlantic arrived in port.

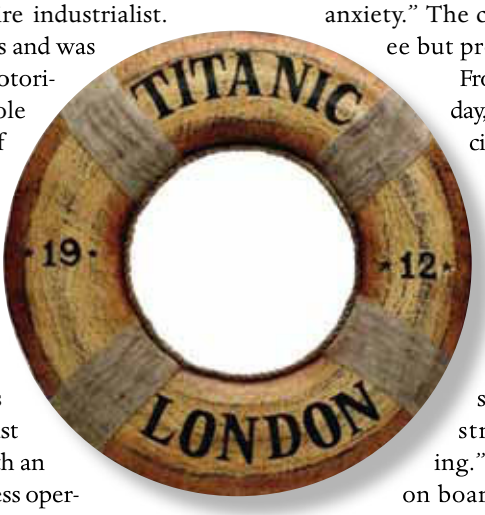
So this barren and exposed patch of shoreline — "Race" is believed to be derived from the Portuguese *raso*, meaning bare — was long established as America's first source of European news. But wireless had since made long distance communication more immediate, and, on the night of the April 14, 1912, it was more astounding, too.

The Cape Race operators likely knew a fair deal about the *Titanic*. Earlier that Sunday evening, there had been a Morse exchange between Walter Gray, Cape Race's supervising operator, and John Phillips, the *Titanic*'s senior wireless operator. The men had trained together at the Marconi Company and knew each other

well. Phillips enthused about the magnificence of the ship and the buoyant mood of everyone on board; Gray likely passed some of the details on to his colleagues.

The White Star Line's latest and, if advertising was to be believed, most technically advanced vessel carried 2,228 people. Along with 721 passengers in third class, or steerage — many of them emigrants — there were 285 in second class and 885 crew members. As the evening wore on, there was less and less time for talk at Cape Race as the operators worked non-stop to relay messages from passengers on the *Titanic* to the American mainland. And it was the 337 first-class passengers, representing a slice of European and American high society, who kept the Marconi employees especially on their toes.

Some names — Benjamin Guggenheim, John Jacob Astor, and Ida and Isidor Straus — were already etched into the collective imagination of the American public. Guggenheim was a multi-millionaire industrialist. Astor had built vast hotels and palaces and was American aristocracy with all the notoriety, family feuds, and scandal the role deserved. Straus was part owner of Macy's, Manhattan's famous department store.



BRIDGEMAN ART LIBRARY

Titanic passengers wired excited messages to relatives and friends in and around New York, people with whom they expected soon to reunite. So great was the pressure on wireless operator Phillips and his sole colleague, Harold Bride, that, just an hour before the ship's collision with an iceberg, Cyril Evans, the weary wireless operator on board the close-by *Californian*, was rebuffed when he tried to warn about icebergs. Phillips's response was soon to become the stuff of legend: "Shut up, shut up," he replied, "I'm working Cape Race."

One hour later, Phillips would be sending a message of a very different nature. But Evans, the *Californian*'s sole wireless operator, had turned in for the night and would not hear it.

At Cape Race, Phillips' initial CQD was followed ten minutes later by another transmission that corrected the *Titanic*'s position to 41.46 N 50.14 W and added "have struck iceberg." By this time, Jack Goodwin had found Walter Gray, who had been carrying out regular checks of the station's engines and equipment.

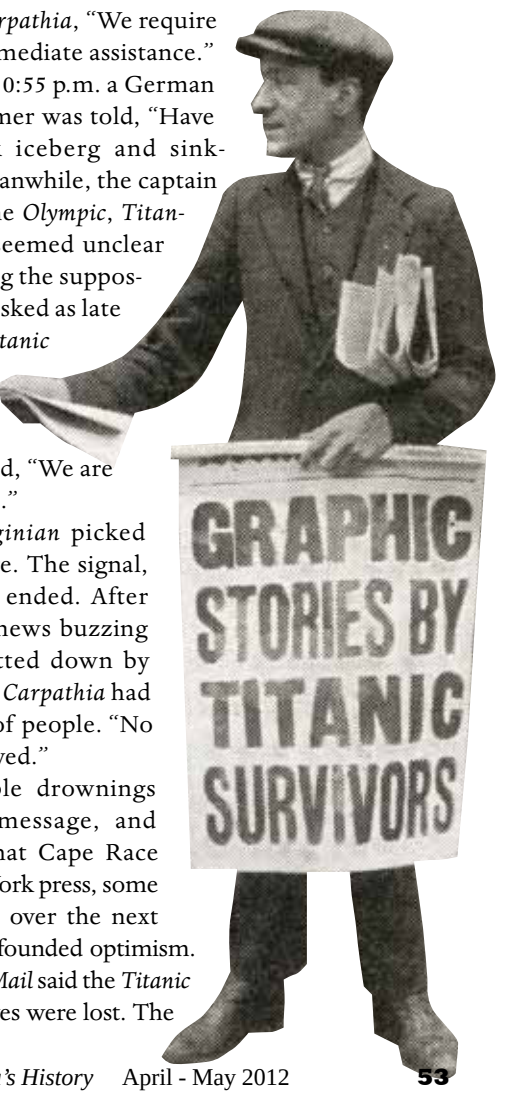
"I immediately dropped what I was doing and ran to the operating room," Gray wrote later in his autobiography. After being apprised of the situation, Gray prepared reports for the White Star Line offices in New York, the *New York Times*, and the Canadian Marconi Company in Montreal.

The protocol was strict. Telegraphic law dictated that messages had to be forwarded to the intended recipient, and "service messages" — equivalent of today's "delivery failure" for undelivered emails — had to be returned to the office of origin. Soon the traffic was intense, with thousands of messages requiring action. Relatives of passengers were desperately messaging ships in the area for word of loved ones. Newspapers were seeking updates. Requests outside protocol were ignored.

Gray followed protocol to the letter when he stonewalled Newfoundland Governor Sir Ralph Champneys Williams via telegraph. Gray was not authorized to pass information to a third party, however lofty his office. He told the governor to contact the Marconi office in Montreal.

Later, the indignant governor sent a telegram of complaint to Marconi's London headquarters: "Cape Race declined to furnish this government any information regarding *Titanic* despite intense public anxiety." The company defended its employee but promised to change its rules.

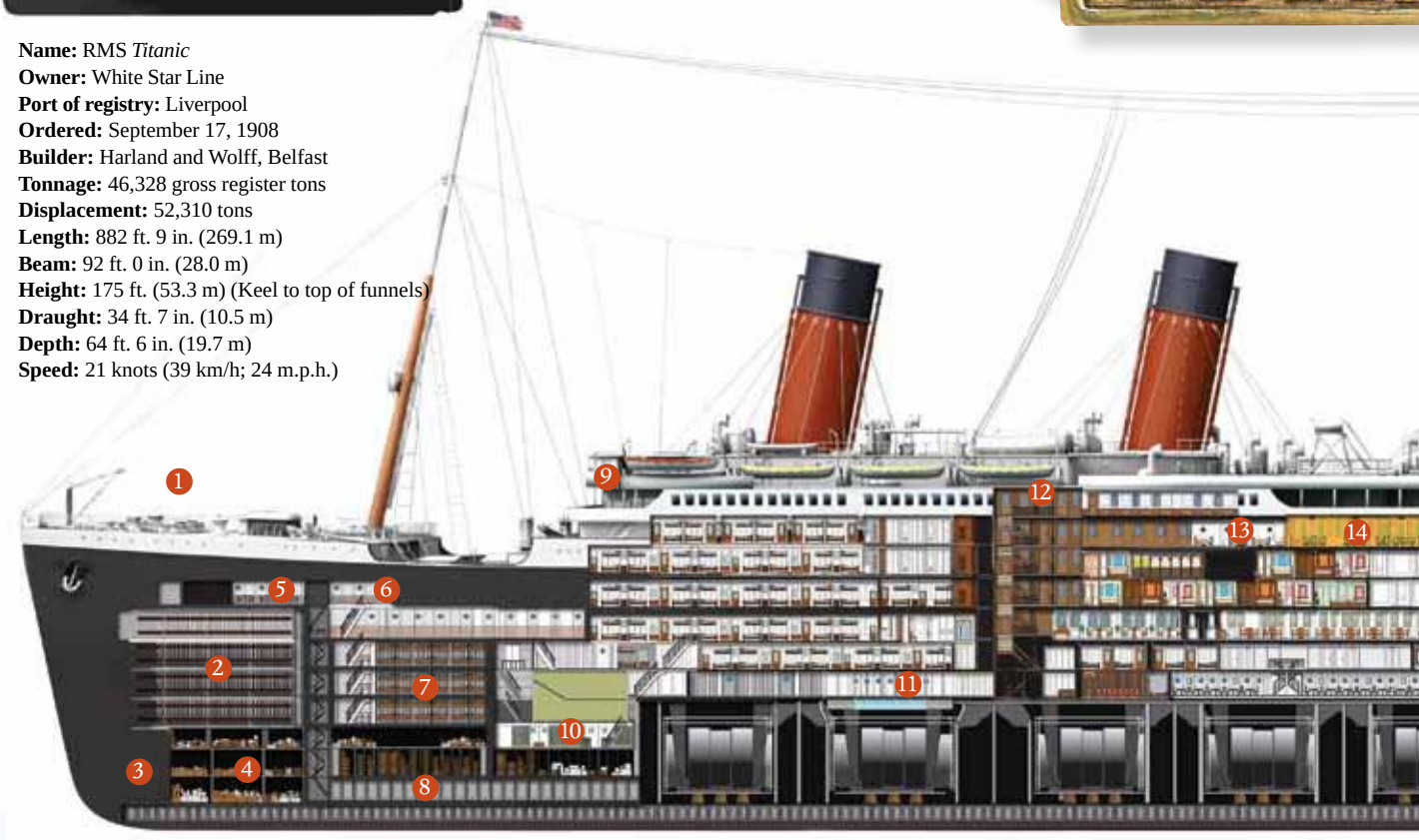
From 10:40 p.m. to 12:27 a.m. Monday, Cape Race heard and helped to circulate an increasingly desperate series of updates, which third operator Robert Hunston dutifully logged. At 10:40 p.m., the *Titanic* told the *Carpathia*, "We require immediate assistance." At 10:55 p.m. a German steamer was told, "Have struck iceberg and sinking." Meanwhile, the captain on board the *Olympic*, *Titanic*'s sister ship, seemed unclear about the situation involving the supposedly unsinkable vessel. He asked as late as 11:36 p.m. whether the *Titanic* — which had not moved since the collision — was "steering southerly to meet us." The *Titanic* replied, "We are putting women off in boats."



At 12:27 a.m., the *Virginian* picked up the *Titanic*'s last message. The signal, already blurring, abruptly ended. After daybreak on Monday, the news buzzing between the ships was jotted down by Hunston at Cape Race. The *Carpathia* had picked up twenty lifeboats of people. "No word of any more being saved."

Despite the multiple drownings implied by this message, and despite the fact that Cape Race dealt directly with the New York press, some of the world's print media over the next thirty-six hours displayed unfounded optimism. On April 16, London's *Daily Mail* said the *Titanic* had been sunk but that no lives were lost. The

Name: RMS *Titanic*
Owner: White Star Line
Port of registry: Liverpool
Ordered: September 17, 1908
Builder: Harland and Wolff, Belfast
Tonnage: 46,328 gross register tons
Displacement: 52,310 tons
Length: 882 ft. 9 in. (269.1 m)
Beam: 92 ft. 0 in. (28.0 m)
Height: 175 ft. (53.3 m) (Keel to top of funnels)
Draught: 34 ft. 7 in. (10.5 m)
Depth: 64 ft. 6 in. (19.7 m)
Speed: 21 knots (39 km/h; 24 m.p.h.)



1 Forecastle deck
2 Crew's quarters
3 Forepeak
4 Cargo hold
5 Crew's mess
6 Third-class entrance
7 Third-class single berth
8 Firemen's passage
9 Bridge
10 Mailroom
11 Swimming bath
12 First-class grand staircase

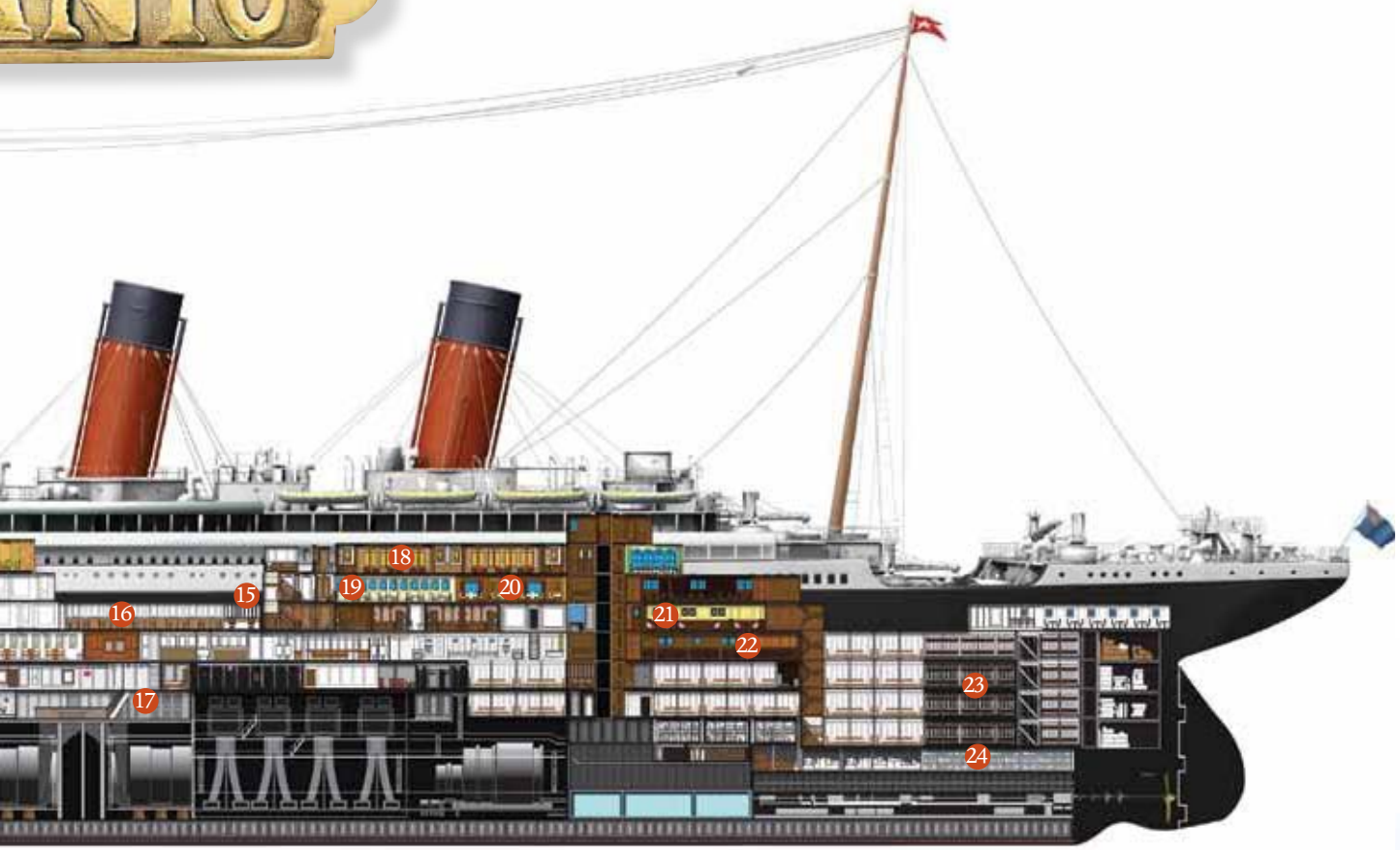
April 14, 11:40 p.m.
A lookout spots an iceberg dead ahead. The berg strikes the *Titanic* on the starboard side of her bow. Within ten minutes, seawater floods the front compartments.

April 15, 12:10 a.m.
***Titanic* wireless operators send first distress signal. Fifteen minutes later, women and children are ordered to lifeboats. A total of nineteen lifeboats are deployed before the *Titanic* sinks at 2:20 a.m.**

April 15, 4:10 a.m.
The *Carpathia* arrives on scene and begins rescuing passengers. By 8:50 a.m., it is steaming to New York with 705 survivors.

April 18, 9 p.m.
The *Carpathia* arrives in New York.

MICHEL ROULEAU



13 Reading room
14 First-class lounge
15 Barber shop
16 Maid and valet salon
17 Kennels
18 First-class smoking room
19 Café Parisien
20 À la Carte Restaurant
21 Second-class library
22 Second-class dining saloon
23 Third-class family berths
24 Refrigerated cargo

April 10, 1912, noon
The *Titanic* departs Southampton, England. It picks up more passengers at Cherbourg, France, at 6:30 p.m.

April 11, 11:30 a.m.
The *Titanic* reaches Queenstown, Ireland.

April 12–13
The *Titanic* sails through calm waters.

April 14
The *Titanic* receives seven warnings of icebergs throughout the day.

Montreal Gazette said the ship itself was still afloat. The Boston-based *Christian Science Monitor* had the sunniest report of them all: "Passengers Safely Moved and Steamer *Titanic* Taken in Tow."

Eventually, the captain of the *Olympic*, Herbert J. Haddock, stepped in to quash the hopeful headlines. "I believe that the only survivors are on the *Carpathia*," Haddock said in a message relayed via Cape Race.

CANADIAN PRESS

Above: *Titanic* survivors on board the rescue vessel *Carpathia*.

Right: *Titanic* wireless operator Harold Bride, with bandaged feet, is carried ashore in New York.

The 705 survivors en route to New York on the *Carpathia* had no illusions. They had heard the screams of the drowning and now clung to the meagre comforts afforded by borrowed blankets and nightclothes. Since White Star Line chairman J. Bruce Ismay was among their number, the company knew exactly what had happened and was already planning one of the most harrowing salvage expeditions in the history of Atlantic seafaring.

By the time the *Carpathia* docked at New York's Pier 54 on the evening of April 18, surrounded by press boats and photographers, the *Mackey-Bennett*, a cable ship commissioned by White Star Line's Halifax agent, was already a day out from Halifax's Upper Water Street wharf. The ship was filled with over a hundred coffins, embalmers' tools, and stacks of preserving ice. On board were several undertakers and one priest. The *Mackey-Bennett* reached the *Titanic*'s gravesite on April 20.

Although many ships were keeping clear of the area, one liner, the *Bremen*, reported seeing up to a hundred bodies in the water. Mythology and romance abounded in the wake of the tragedy. One of the *Bremen*'s passengers reported seeing the body of a woman in a nightdress clasping a baby to her breast. Close by was spotted another woman holding on to a shaggy dog.

But myth and romance were quickly dispelled for those in the midst of the recovery. In his diary, cable engineer Frederick Hamilton recorded that the ocean was littered with "woodwork, chairs, and bodies." John Snow Jr., chief embalmer of the overseeing funeral company, saw a child "floating towards us with a little upturned face." The crew recorded the boy as "the unknown child." The numbers of recovered bodies grew from dozens to over a hundred. A second vessel, the *Minia*, loaded with one hundred and fifty more coffins and a further supply of ice, joined the salvage.

Each victim was numbered and his or her physical description recorded. The contents of pockets — money, traveller's cheques, photos, train tickets — were bagged. Even in death, class distinctions were observed. First-class passengers were placed into coffins, second-class in canvas bags, and steerage passengers were laid on ice in the hold. For a while, those bodies too deteriorated to be either embalmed or identified were buried at sea.

Hamilton described the eerie atmosphere as the crew congregated for a mass burial of thirty victims, with Canon Kenneth O. Hind from Halifax's All Saints Cathedral officiating. "It is a weird scene, this gathering. The crescent moon is shedding a faint light on us as the ship lays wallowing in the great rollers.... For nearly an hour, [Canon Hind's] words, 'For much as it hath pleased the Lord we therefore commit this body to the deep,' are repeated, at each interval comes a splash as the weighted body plunges into the sea."

Once an additional supply of canvas was dropped off by the *Sardinian* on April 23, there were no more burials to add to the 166 already committed to the deep. The remaining 190 bodies were brought back to Halifax.

The *Mackay-Bennett* arrived at North Coaling Jetty No. 4, Halifax, on the morning of April 30. The slow task of unloading and transporting the bodies to a temporary morgue on Agricola Street could only begin after the medical examiner had boarded and issued medical certificates and burial permits. The deceased awaited identification by the many grief-stricken relatives who were already swelling the population of the city's hotels.

Fifty-nine victims were eventually claimed and taken home. Unidentified bodies, or those whose families could not afford to transport them, were buried in whichever Halifax graveyard was deemed most appropriate — the Catholic Mount Olivet, the Jewish Baron de Hirsch, or the non-denominational Fairview. There were mistakes. One Catholic man, Michel Navratil — who had separated from his wife in France and absconded with his sons — was travelling under the assumed name Louis Hoffman. He ended up in the Jewish Cemetery. His sons survived.

The unknown child was laid to rest in Fairview Cemetery on May 4 in a ceremony as solemn as a state funeral. The people of Halifax turned up in large numbers and the boy's white coffin was strewn with flowers. The seventy-five *Mackay-Bennett* crew members who sponsored his funeral and headstone were also in attendance.

In 2007, after some false leads, the mystery of the boy's identity was finally laid to rest through advances in DNA analysis. He was an English toddler named Sidney Goodwin, travelling third class with his parents and five

GETSTOCK

siblings. All of them died.

Among the many impacts of the *Titanic* disaster was that it marked a turning point for the rules governing sea travel. After 1912, ships had to carry lifeboats with enough seats for all passengers on board, lifeboat drills became mandatory, an international system for monitoring icebergs was established, marine radio receivers were required to operate twenty-four hours a day, and SOS became the standard distress call.

The catastrophe profoundly shook the world's confidence in science and progress. Yet some have pointed out that without the relatively new innovation of wireless communication the outcome could have been worse. With no way to contact the outside world, the giant ship could have disappeared, with no one to tell of what happened.

Many of the passengers who survived realized this and were profoundly grateful. When survivors who landed in New York learned that wireless pioneer Guglielmo Marconi was in the city, they marched to his hotel, cheering him and crying, "We owe you our lives."

As for Newfoundland's Cape Race — already globally renowned as a centuries-old navigational landmark — it once again claimed its place in history, this time for being first to bring news of the *Titanic* disaster to the world.

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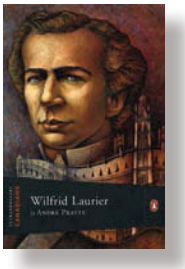

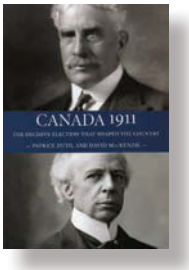

NOT QUITE RUTHLESS

Extraordinary Canadians: Wilfrid Laurier
by André Pratte
Penguin Canada, Toronto, 2011
235 pp., $26 hardcover

Canada 1911: The Decisive Election that Shaped the Country
by Patrice Dutil and David MacKenzie
Dundurn Press, Toronto, 2011
378 pp., illus., $29.99 paperback

Amid all the talk in recent months about the bicentennial of the War of 1812, the anniversary of an equally significant moment in our history has passed almost unnoticed: that of the "reciprocity election" of 1911. Fortunately, Patrice Dutil and David MacKenzie have marked the occasion by publishing *Canada 1911*, a study of the pivotal campaign in which one of our iconic prime ministers, Wilfrid Laurier, ran out of luck.

Laurier had won four consecutive majority governments, but by 1911 he was no longer able to reconcile the tensions pulling at the young nation. His Naval Services Bill would create a Canadian navy but put it at the service of Britain in time of war. For English Canadians, this was insufficiently loyal to Britain; for Quebeckers, it was too much so. At the same time, Laurier's reciprocity agreement with the United States only deepened the suspicion that he wanted to pry the country loose from its relationship with Britain.

Laurier lost the election, of course, and Canada wound up with a Conservative government led by Robert Borden — "a government of, and for, English Canada," write Dutil and MacKenzie. Borden's paltry representation from Quebec set the stage for the conscription crisis of 1917 and the apparent eclipse of Laurier's vision.

There is evidence, however, that it was already lost — and under Laurier's own watch. André Pratte's biography *Wilfrid Laurier*, part of Penguin's Extraordinary Canadians series, unapologetically admires Laurier's perfect "Canadianness" — his defence of the French language across the country coupled with his admiration for, and loyalty to, the British Crown.

Yet, what emerges is a portrait of a prime minister whose balancing act failed to achieve the ideal with which he is most commonly identified: Though he saw the West settled and the country's economy modernized, Laurier was unable to secure full French-language, Catholic equality in the new provinces of Saskatchewan and Alberta. "He must have known that if he tried to go too far, he would divide not only the public but his own party," Pratte writes. "Was he going to take that risk for a scattered minority that represented barely five per cent of the population of the Territories?" Perhaps Laurier was a realist — but the portrayal is not that of a prime minister we now think of as embodying the highest Canadian ideals.

Pratte may be forgiving of Laurier — he seems to shy away from the tough conclusion he knows is there — but his portrait is lovingly crafted and full of his subject's humanity. This is the one element lacking in Dutil and MacKenzie's election book: Though they are remarkably thorough in their research, their account lacks a glimpse of Laurier's soul, or of Borden's. Nor does it have the fast-moving pace of a gripping campaign yarn. Christopher Pennington's *The Destiny of Canada*, about the 1891 election, is a much better read.

Still, the meticulous attention to detail makes *Canada 1911* compelling. We meet a prime minister not quite ruthless enough to call an election early in the year. "The agreement looked spectacular at first glance and

Recipient of the Governor General's History Award for Excellence in Teaching
Andrew Stickings
École Grosvenor Wentworth Park School, Halifax, Nova Scotia

Andrew Stickings and his Grade 5 students have been in the movie-making business for over eight years. Exploring themes of immigration, travel, racism, and multiculturalism, the goal of REEL History is to use filmmaking to unleash student creativity, enthusiasm, and eagerness for learning.

Partnering with community institutions like the Maritime Museum of the Atlantic and Pier 21 increases the meaning and importance of the project for the students and gives them a deeper sense of engagement in ensuring the story is told well. With Stickings' guidance, the students drive the project every step of the way, researching topics that could be developed into a documentary, writing biographies and historical summaries, and studying how documentaries are made on television.

Armed with this research, they work together to develop a script, assign roles as cast and crew, and oversee the challenging task of editing. The final films produced by the students have already brought international recognition to the students and to the Canadian stories they've told at the many children's film festivals where they have been screened.

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The Governor General's History Awards are generously supported by TD Bank.

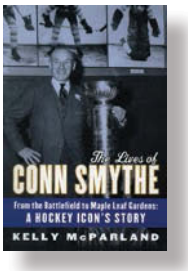
the Conservative opposition was disorganized and caught flat-footed," the authors write. "But Laurier let the moment pass." Then we see Laurier again pulled in two directions. "I am represented in Quebec as an ultra-imperialist in Ontario, while in Ontario I am represented as an anti-imperialist in Quebec," he lamented. Laurier repeated this theme often, with the defensiveness of a doomed incumbent.

Followers of politics and history, particularly of election campaigns, will enjoy the reminders that complaints about superficial, cynical campaigns and empty rhetoric, so common today, are nothing new. In contrast, the lack of public-opinion polling data is striking: As the story unfolds, there is absolutely no sense of where the voters are going.

The authors end their account with a dry recitation of the results, province by province, but there's a lesson here: Most Canadians cast ballots for the same parties they had supported in 1908; a small number of "switchers" actually determined the outcome, reminding us that the shaping of a people's judgment can be subtle indeed.

The epilogue is the strongest section. Dutil and MacKenzie draw parallels with, and lessons for, the present day. Once again, we have a Conservative government in Ottawa where Quebec plays only a minor role. One might argue that Stephen Harper does not face the same crises as Borden — but who in 1911 foresaw the Great War? In their own ways, these books remind us how fragile the country once was and how its future is in constant motion.

Reviewed by **Jacques Poitras**, provincial affairs reporter for CBC News in New Brunswick and the author of three books, including *Imaginary Line: Life on an Unfinished Border*.



BELLIGERENT BUILDER

The Lives of Conn Smythe: From the Battlefield to Maple Leaf Gardens: A Hockey Icon's Story
by Kelly McParland
FENN/McClelland & Stewart, Toronto, 2011
384 pp., illus., $32.99 hardcover

Let's face it, Canada truly is a nation of have- and have-not provinces — those that have NHL teams and those that don't.

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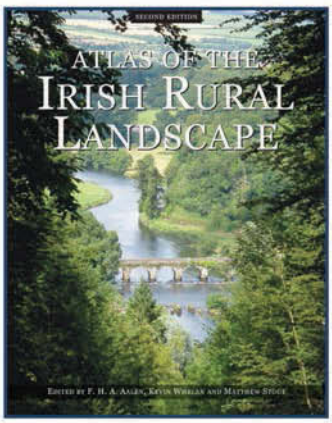

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And for those of us who grew up far from the NHL-blessed echelons of sport, choosing the team we threw our allegiance behind was a complicated alchemy fraught with repercussions. Pick the right squad, and bragging rights are yours. But pick the wrong team, and you doom yourself to a lifetime of misery and disappointment.

Growing up in rural Nova Scotia in the 1970s, my hockey world consisted of whatever tilt was beamed through the rabbit ears on our old TV on Saturday nights. And while some of my fellow Maritimers fell under the sway of the nearby Boston Bruins, for the rest of us, our options were clear: either the Toronto Maple Leafs or the Montreal Canadiens.

Myself, I pulled for "Le Bleu-Blanc-Rouge." I still remember watching with jaw-dropped awe as Guy "The Flower" Lafleur led the rush into his opponents' end of the rink. This was the Canadiens squad of the late 1970s — to my seven-year-old eyes, they were perfection on ice. And victory for the Habs was always that much sweeter when it came at the expense of the hated Maple Leafs.

I suppose I should feel pity for the blue and white. After all, they haven't won a Stanley Cup since 1967. But there's just something so smug about the team and its fans that rankles still. Maybe it's that CBC's *Hockey Night in Canada* too often seems like *Hockey Night in Toronto*. Maybe it's TSN's misguided belief that everyone from Memramcook to Moose Jaw hovers near their flat screens on bended knees, craving live Leafs updates from that morning's practice session. It's enough to compel you to cancel your cable.

For those of us who are not denizens of "Leafs Nation," Kelly McParland's new book on the early days of Toronto's team is a surprisingly absorbing read. *The Lives of Conn Smythe: From the Battlefield to Maple Leaf Garden: A Hockey Icon's Story* is the biography of the man who made the Maple Leafs into a national obsession.

Smythe was one of hockey's most dominant and flamboyant figures in the early to mid-twentieth century. A self-made millionaire businessman, he fought in two world wars and was at once admired, hated, and respected.

"Irascible, tempestuous, outspoken, and controversial … [Smythe] not only constructed a hockey team that ruled the league for long stretches, but was critical to the growth and shaping of the NHL itself," writes McParland. "By building Maple Leaf Gardens and hiring Foster Hewitt to fill Canada's living rooms with weekly broadcasts, he turned Saturday night into hockey night, creating institutions and a culture that became central to Canada's character."

McParland writes in a conversational style, and there's plenty in his book for Leafs fanatics and general fans of hockey. It fleshes out the larger-than-life personas behind the original six teams and tells the dramatic behind-the-scenes story of the powerful owners who for decades held the upper hand over players. For those who wonder why the NHL Players' Association seems so militant at times, this book will prove especially illuminating.

There's plenty here, however, for non-fans as well. Smythe lived his life large and craved the limelight. Awarded the Military Cross in World War I, he volunteered for action in World War II, demanding to be given men to lead into battle. He got his wish and was promptly injured. During his convalescence, he concluded that conscription was crucial if Canada hoped to make a real contribution to the fight against the Nazis.

Returning to Canada, Smythe quickly found himself embroiled in a war of words with Prime Minister William Lyon Mackenzie King over the conscription issue. Their battle would lead to a crisis in Parliament and forced King to sack his defence minister.

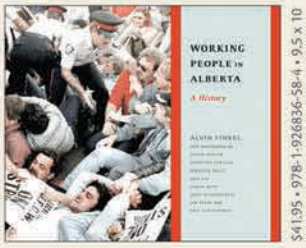
Today, most of us know Conn Smythe simply as the name attached to the trophy handed out each year to the most valuable player in the NHL playoffs. With *The Lives of Conn Smythe*, McParland — a self-confessed Leafs fan — has written a tough but fair assessment of the life of a man who helped grow Canada's game.

NEW from AU PRESS

WORKING PEOPLE IN ALBERTA

A HISTORY

Alvin Finkel



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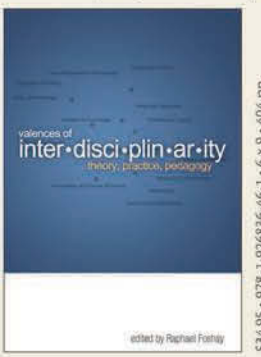
THEORY, PRACTICE, PEDAGOGY

Edited by Raphael Foshay



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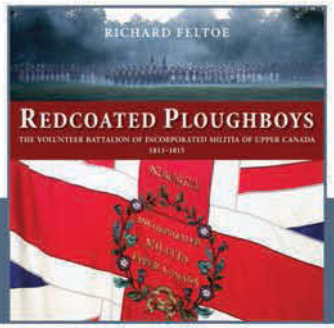
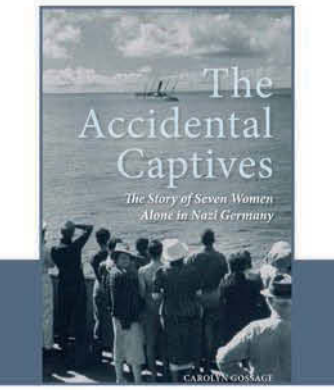


1812 A Bicentennial Book

REDCOATED PLOUGHBOYS
The Volunteer Battalion of Incorporated Militia of Upper Canada, 1813-1815
by Richard Feltoe

In 1812 the future of North America hung in the balance when the United States declared war on Britain. In response a corps of men volunteered for the Battalion of Incorporated Militia of Upper Canada. This book reveals a lost chapter in military history.



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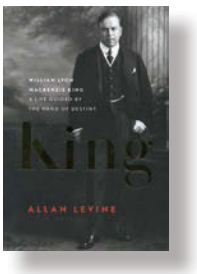
REVIEWS

If his goal was to write a truly readable hockey book for the masses, then McParland has scored with this insightful and fascinating skate through the game's early years.

Reviewed by **Mark Reid**, the editor-in-chief of *Canada's History* magazine.



STUDY IN CONTRADICTIONS

King: A Life Guided by the Hand of Destiny
by Allan Levine
Douglas & McIntyre, Vancouver, 2011
524 pp., $36.95 hardcover

He was strange and complex. William Lyon Mackenzie King, Canada's longest-serving prime minister, a man of many faces and names — Willie, Rex, Mackenzie, Billy King — still elicits strong contrary reactions from scholars, observers, and even poets.

Allan Levine has written a King biography for our times, a personality profile aimed explicitly at "the general reader." Levine makes extensive use of King's lifelong record of diaries, which, he argues, are essential to understanding King's relationships. He also draws on works by other historians, whom he cites frequently.

While King projected the image of a solitary person committed only to politics, Levine's portrait is altogether more rounded. Friendships and social activities, particularly with Joan and Godfroy Patteson, were a regular part of his days. He loved his country home in the Gatineau Hills and lived a carefully paced life, with time for walking and replying to correspondence.

King was religious but was also an avid follower of spiritualism. Church attendance, reading scripture, and hymn singing were routine. Most important, he spent hours communicating with family members and long-dead notables in the "Great Beyond." These communions — which took place in private or in small gatherings (such as with Arthur Doughty, the Dominion archivist who introduced him to table rapping) — gave him psychological assurance and companionship.

Contradictory elements in his personality were expressed in his political style. King was, says Levine, "intelligent, politically astute, strategic, compassionate, insightful, deferential, and respectful." On the other hand, he was also "self-righteous, egotistical, petty, vain, moralistic, paranoid, selfish, self-centred, and vindictive." Levine shows how these complex traits guided King's actions while his diaries recorded his justifications.

Throughout the 1925–26 constitutional crisis with Lord Byng, for example, King saw himself as a warm friend of the same Governor General he was confronting. He manoeuvred to isolate Byng from political support, portraying him as an enemy of Canadian democracy, and eventually won a major election on the issue.

King envisioned himself as a social reformer, but when the opportunity arose in 1930 to support a national unemployment insurance scheme he chose to oppose the proposals that did not originate with himself and his Liberals.

While he was a well-travelled and liberal-minded person, King's treatment of some religious and racial minorities was unspeakable. His government interned Japanese-Canadians in 1942, responding to wartime fears. It then took the extra step of selling the properties of internees, reducing their financial worth and laying the basis for their dispersal from British Columbia.

His actions towards Jews are still surprising today. His government refused to accept additional refugees displaced by the early Nazi horrors; Canada's record on this was significantly worse than those of many other countries. Levine shows that King's diaries express his personal unhappiness

with the tragedy in Europe. But the same diaries also record his fear that Jews might buy land close to his Kingsmere estate.

Mackenzie King was an expert at delay and obfuscation, avoiding firm decisions that could anger opposing political groups. That was his genius. It played out brilliantly in the late 1930s and the 1940s as he consciously prevented a repeat of the confrontations that threatened Canadian unity during the First World War.

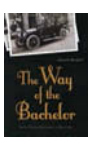
Levine looks at aspects of King's personality that were exasperating — King was not beloved, even by his closest colleagues. But Levine also stresses his achievements in modernizing constitutional practice, fiscal policies, and welfare programs, as well as his leadership in wartime.

Levine's book expands both our understanding of Mackenzie King and our awareness of the political culture of this country. Prime Minister King was the people's choice during so many elections and difficult periods. His methods, priorities, and prejudices suited the Canada of that era. To some degree, his style and subterfuge still suit us today.

Reviewed by **Victor Rabinovitch**, an adjunct professor in the Queen's University School for Policy Studies and the emeritus president of the Canadian Museum of Civilization.

More Books

Brokering Belonging: Chinese in Canada's Exclusion Era, 1885–1945
by Lisa Rose Mar
University of Toronto Press, Toronto, 2010
246 pp., illus., $27.95 paperback



The Way of the Bachelor: Early Chinese Settlement in Manitoba
by Alison R. Marshall
University of British Columbia Press, Vancouver, 2011
248 pp., illus., $32.95 paperback

Two new books show how, despite being denied the vote and subjected to exclusionary immigration laws and widespread racism for years, Chinese immigrants to Canada exercised and maintained power in this restrictive environment.

In *Brokering Belonging: Chinese in Canada's Exclusion Era, 1885–1945*, Lisa Rose Mar focuses on the role of English-speaking immigrants who acted as middlemen. Often employed as immigration agents, interpreters, and legal aids, these men held a unique position of power in the Western world.

Mar demonstrates how they effectively used this power to navigate direct and indirect systems of discrimination. As the five confident men on the book's cover signal,

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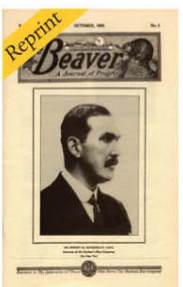

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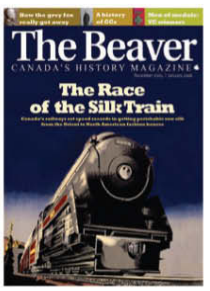

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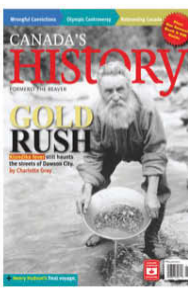

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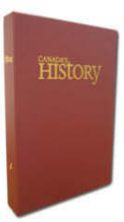

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Brokering Belonging is about generations of intelligent middlemen who, in more ways than we realize, laid the foundations for a more tolerant and inclusive Canada.

Alison Marshall's *The Way of the Bachelor: Early Chinese Settlement in Manitoba* focuses on Chinese "bachelors" — men who immigrated to Canada but were forced to leave their wives and families behind. Like *Brokering Belonging*, *The Way of the Bachelor* demonstrates how Chinese immigrants carefully constructed their new lives in Canada despite an unfamiliar and unwelcoming environment.

Marshall looks at how these Chinese men formed social networks with each other through everyday acts of eating, working, and worshipping. Their system of support enabled Chinese immigrants to maintain traditional customs while carving out spaces for themselves in their new communities. Marshall's focus on rural Manitoba offers a unique perspective, and her use of personal stories allows readers to feel a connection to a complicated history.

Both books are well-researched yet concise, making them equally accessible to academic and general readers. Although the authors focus on different people and regions, their work is united by the amount of agency they grant to Canada's Chinese immigrants. Without downplaying the restrictions placed on immigrants, both Mar and Marshall tell histories of how Chinese newcomers not just survived, but thrived in Canada.

— **Joanna Dawson**

Just a Larger Family: Letters of Marie Williamson from the Canadian Home Front, 1940–1944
edited by Mary F. Williamson and Tom Sharp
Wilfrid Laurier University Press
Waterloo, Ontario, 2011
402 pp., illus., $50 hardcover

Twentieth-century aerial warfare brought devastation to the home fronts of Europe, and the wider populace's status as non-combatants no longer mattered. Bombs and their horrific aftermath were indiscriminate, and by World War II the fear for one's family's safety reached a critical mass.

Thousands of British children were sent to safer environs — some as close as the English countryside, others as far away as Canada. *Just a Larger Family* is a tale of two mothers. Margaret Sharp, an English woman, sent her children to live with her Canadian cousin, Marie Williamson, who was practically a stranger to Sharp.

Also a mother of two, Williamson was sensitive to Sharp's sense of loss and to her concern for her children. She tried to assuage the pain of separation by writing frequent letters that described the children's activities in vivid detail. Williamson's collected letters to Sharp tell the story of one family in World War II Toronto, but they also provide insight to a wider wartime phenomenon.

— **Tanja Hütter**

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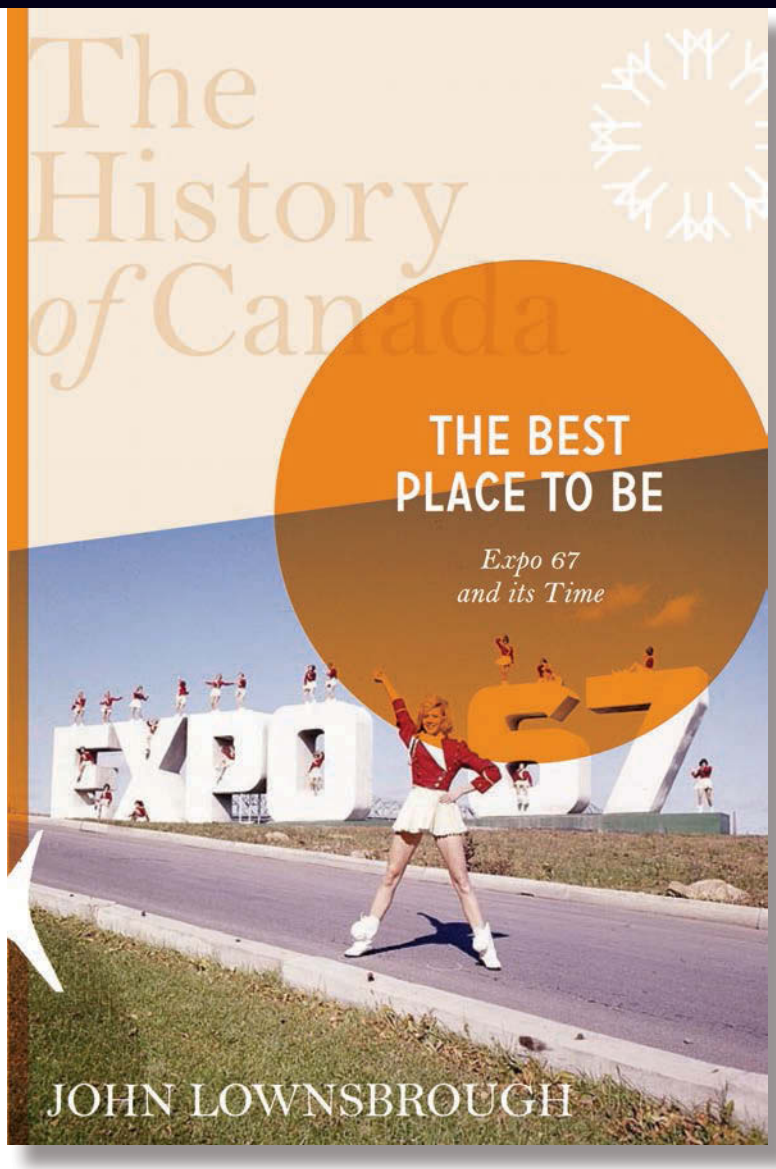

First-class Fair

Expo 67 was the highlight of Canada's centennial celebrations. After winning the right to hold the 1967 world's fair, Montreal Mayor Jean Drapeau and the entire city spent years preparing for the grand opening. The then-largest-ever number of participating countries built spectacular pavilions amid a futuristic site covering two islands in the middle of the St. Lawrence River.

For The Best Place to Be: Expo 67 and its Time, *John Lownsbrough spoke to many of the people behind the scenes. The stories they told him and the tidbits he uncovered are revealing and sometimes humorous.*

Up to the last minute, organizers were unsure of how everything would come together. They faced skepticism regarding the state of their preparations and their ability to attract people to the event. In April 1967, as the gates opened to enthusiastic visitors from near and afar, the staff of Expo 67 scrambled to accommodate the crowds and to respond to a plethora of unexpected occurrences.

The Other Mayor

by John Lownsbrough

Officially the first person through the gate at Place d'Accueil on April 28, the public opening of Expo 67, was a bearded thirty-nine-year-old jazz drummer from Chicago named Al Carter. Al Carter held ticket number 00001 and had a particular hobby: He liked being first. He was the first to arrive at the 1964–65 New York World's Fair, the first passenger to pass through the St. Lawrence Seaway, and first to visit the 1962 Seattle World's Fair. Expo was to be his swan song — an ending with a "first-class first."

So eager was he to arrive first, he appeared at the entry gates a day early. Asked how much this singular hobby had cost him over the years, Carter responded, "I was thinking about it on my way to Montreal and, to be honest, I'd rather not think about it again." Right behind him through the turnstiles were two Sir George Williams University students, a McGill student, and two hitchhikers from British Columbia.

At a 10 a.m. ceremony, Colonel Edward Churchill, the Canadian army engineer who was Expo's director of installations, the man most responsible for having the Expo site ready by the opening date, handed over the "keys" of Expo to Philippe de Gaspé Beaubien, the suave director of operations whose responsibility Expo now became.

For Churchill, there came an immense feeling of relief. For Beaubien — who became known as the "mayor of Expo" — there was an overwhelming sense of anxiety. At the preview the previous day, two hundred security guards had staged a wildcat strike. The potential sources for his worry were everywhere: overcrowded pavilions; lost children; stalling minirails — a host of calamities that are the special turf of world exhibitions.

As if to confirm him in his apprehension, at 11:30 a.m. on April 28 the $3-million Gyrotron ride at La Ronde amusement park broke down, stranding eighty passengers high up in their seats for two hours. The ride operators blamed an "over-phrasing" between

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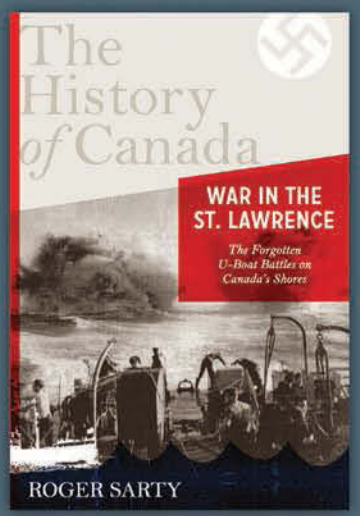

WAR IN THE ST. LAWRENCE
From 1942 to 1944, 15 German submarines destroyed or severely damaged 25 ships in the St. Lawrence. More than 360 lives were lost and for more than 40 years, the battle was characterized as a Canadian defeat. But was it a defeat? Drawing on new material from wartime records in Canada, Britain, the U.S., and Germany, Roger Sarty brings the long-forgotten U-boat battles to life in *War in the St. Lawrence.*
General Editors: Margaret MacMillan and Robert Bothwell
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TheHistoryofCanada.ca

the Gyrotron's push and pull motors, a dry encapsulation that offered cold comfort to those stuck, especially the ones parked in the giant silver pyramid portion of the ride, where one has the illusion of venturing through darkest space.

The crowd total at the end of that opening day was 407,500, or about three times the official prediction. The next day, the number climbed to 423,000. By Sunday, the third day, total attendance reached 1.1 million. While earlier estimates projected a total attendance of perhaps 30 million for the entire six-month run, those estimates, it became clear, needed to be revised upwards. Expo was a hit. Beaubien's worries could only increase exponentially.

That opening morning, Beaubien watched a sea of people pouring into the Expo grounds and felt his pulse quicken. "You're exhilarated," he remembers of that occasion, "but at the same time I had to say, 'How am I going to make this work?'"

They learned quickly. In a matter of weeks after the April 28 opening, decisions were made to create a new autobus system between La Ronde and the Metro entrance; a bus service to tour the island park; greater frequency of Expo Express trains; an enhanced system of embarking and debarking from the Expo Express; and a method of controlling numbers on the station platforms. They also intended to add to the number of restaurants and cheap food vendors. "We doubled the number of garbage cans in the first week," says Beaubien. "Because it was so clean, people kept it clean."

The sheer numbers kept them running as fast as they could. Lanes had to be redone, flowerbeds replanted. As of June 1, Beaubien banned most taxis and private cars from Île Ste-Hélène because of traffic congestion. Imagine building a city, Beaubien said, and then opening it to the public but not knowing how your city plan is actually going to work. That was the case here.

From a two-storey below-ground operations centre on Île Ste. Hélène called the "War Room," about one hundred metres from the island's Metro station, Beaubien and his staff kept track of the goings-on on the Expo site. A network of eleven branch controls fed into the operations centre, which was dominated by a large map of the site, eight TV screens that monitored thirty-two closed-circuit cameras, mobile television units, and four rear-screen projectors that provided information on program details, enlargements of grids that indicated buildings, and electrical, gas, and water channels.

A row of coloured lights on this information nexus known as the "action board" relayed the status of efforts to handle emergencies. A red light indicated emergency; a white light indicated that the branch concerned had been notified and steps were being taken; a green light gave the all-clear.

In addition, a daily "OPS," or operations control centre, record was kept of items mundane and otherwise, such as these selections from May 24: "1203 hrs PR reported no one to escort or lead Cardinal Léger from CANA [Canadian Pavilion]"; "1247 hrs La Ronde reported small fire under roller coaster — all under control"; "1835 hrs PS Busby reported that driver of Bottling Boy truck parked at Cey[lon Pavilion], who initially was believed to have been inebriated, actually had a heart attack. He had been taken to a hospital and his firm informed."

One bizarre incident involved a frantic phone call to the "action room" from the mass transit controller's office. The transit official at the other end of the line claimed he was under cannon fire. At OPS control, the thought did cross their minds that this individual was having some sort of nervous breakdown. But then Beaubien and team arrived to discover that a cannonball actually had come crashing through the mass transit controller's roof.

Piecing the story together, Beaubien discovered that two cadets from the Compagnies Franches de la Marine, hired for the summer to add a touch of pageantry, were responsible. Their job was to walk the Expo grounds and hourly fire off the miniature cannon they towed behind them. But then they had come upon the cannons at the Old Fort on Île Ste-Hélène and decided to have some fun with a real cannon. (It is more than likely they had also enjoyed a few beers.) They stuffed the cannon with some old shirts and powder and lit the assemblage, not realizing an ancient cannonball was also inside. The cannonball shot off in the direction of La Ronde and tore through the roof of the mass transit controller's office. Miraculously, no one got hurt.

From *The Best Place to Be: Expo 67 and its Time* by John Lownsbrough. Copyright John Lownsbrough, 2012. Reprinted with permission of Allen Lane Canada.

Understanding family photos

A picture may be worth a thousand words, but what is it saying? by Paul Jones

The Maynard family.

COURTESY PAUL JONES

Such a nice family portrait, everyone in my wife's family agreed. All her cousins have copies too. Unfortunately, none of the prints carries the name of a photographer or any annotation of date or place.

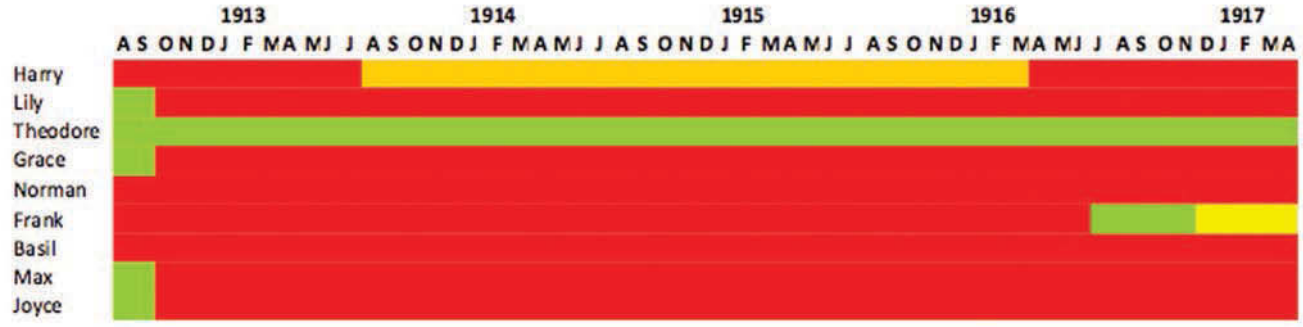
The Maynards were Protestant missionaries from the county of Kent, England, who had lived in India around the turn of the twentieth century. Around 1912, it was said, they moved to Victoria, British Columbia. The photo certainly doesn't look like India. Possibly it was taken in Kent. Maybe B.C. The youngest child, Joyce, was born in 1905, so the consensus from her apparent age in the photo was of a late Edwardian date. No one knew for sure and no one thought much about it. A nice shot, but families have their pictures taken all the time, right?

That was certainly my attitude, even when I used the photo to illustrate my research into the history of the Maynard family. (My late father-in-law, Max, is the worried-looking chappie at the far left.) I had documented the missionary travels of the patriarch, Thomas Henry (Harry) Maynard, often but not always accompanied by wife Eliza (Lily) and assorted children. I had even tracked down and read the long-out-of-print autobiography of eldest son Theodore, a poet and theologian who scandalized his parents by converting to Roman Catholicism before settling in the United States.

One day it dawned on me that Theodore must have left India to attend his English boarding school long before his youngest siblings had even been born. Far from being an every-other-weekend occurrence, a Maynard family get-together was surely a rare event. Just how rare?

For each member of the family, I compiled a timeline based on family, civil, church, military, and transportation records — anything that would give information about where a family member was at a specific moment in time. The starting point was October 1905, when Joyce was born, and the end was April 1917, when Frank died at Vimy Ridge. For each member of the family, I categorized every month by the country of residence. Rationale: To sit for a family photo, you can't be in different countries. When were they all in the same country?

Let's take Joyce as an example. She was born in Britain in October 1905 while her parents were on home leave from their missionary duties. According to the missionary newsletter for their sect, Joyce accompanied her mother back to India in October 1908 and stayed there until October 1911, when they all returned to Britain. In October 1912, Joyce, her mother, and two siblings sailed from Liverpool to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Theodore
Grace
Norman
Frank
Basil
Max
Joyce

This chart, created by the writer, lists the members of the Maynard family and tracks their movements. From it, the writer gleaned that the family photo on the opposite page had to have been taken in Britain between October 1911 and July 1912.

Montreal on the *Empress of Ireland* — the ship that a year and a half later would sink in the St. Lawrence River in Canada's deadliest maritime disaster. (Joyce's father and three of her brothers had preceded them across the Atlantic in August of that year.) Joyce then stayed in Canada with most of her family through the war years, although her father did return to India for one last hurrah between 1913 and 1916.

So here's what the timelines look like after August 1912, when the first family members arrived in Canada. Those who have been reading attentively will be able to figure out which country is signified by each colour, but it's not necessary to do so. The key point to note is that no column is in a single colour, and so members of the family were never all in the same country during this period and thus could not have had their photo taken together.

Similar analysis rules out the interval between June 1906 and September 1911. And prior to June 1906, two of the children were babes or infants. So, by a process of elimination, the photo must have been taken in the period between October 1911 and July 1912 when all members of the family were in Britain.

I have to admit I was quite full of myself for having narrowed down the date and location of the photo from a span of several years and three continents to one ten-month interval and a single country.

Then I was lucky enough to meet Boston-based Maureen Taylor, a.k.a. the Photo Detective. Her insights persuaded me that much more could yet be discovered. She pointed out that the healthy foliage was hardly consistent with even a mild English winter. Indeed, the trees seem to be in flower — for example, to the left of Max. If so, the photo could only have been taken in the spring.

Was there anything more to be learned from the foliage? Two experts, including one from the Royal Horticultural Society in London, concluded that the photo shows fruit trees trained on a lattice — a fashionable practice at the time — possibly cherry, apple, or pear. Foliage of this character in southern England would argue for a date in April.

Taylor also encouraged me to consider the specific location the photo could have been taken. A very likely spot was the back garden of the Maynard home in the town of Tunbridge Wells, especially as Harry's mother, Maria, was ill thoughout this period — indeed, she died on May 21, 1912. It seemed a dead-cinch certainty that the Maynards must have gathered at Maria's home during her illness, even though Theodore was living in London and Norman and Frank were attending boarding school in Margate.

But, alas, a site visit confirmed what an aerial view from Microsoft Bing had suggested: This photo could not have been taken in Maria Maynard's postage-stamp back garden.

Then I noticed that Maria's death certificate gave the address of Harry's temporary lodgings in Britain: 25 Cavendish Avenue, Eastbourne. An aerial view seemed promising, and I sent a note to the local genealogical support group in what is now East Sussex. Genealogists are helpful folk. Three people offered to pop over to Eastbourne to take a look; a fourth suggested she could nip around the corner to Cavendish Avenue; while a fifth said, no problem, he'd ask his brother who lives at number 23. The latter's judgement after sticking his head over the fence: "I would say that the old photo was indeed taken at number 25."

So a ten-month interval and an entire country were further winnowed to a single month and one specific back garden!

But here's the kicker. During that ten-month period, how many family portraits did this group sit for? My guess is only one. It's inconceivable that these pious folk, always in need of funds to spread the Lord's word, would have paid for two photographic sessions in a matter of months.

If this conjecture is correct, we are forced to the conclusion that this was the only photograph of the Maynards taken when all members of the family were of an age to remember and appreciate the occasion. No wonder it evoked strong emotions in all those who appeared in it. No wonder it was lovingly passed down to all branches of the family, even as its significance was lost on subsequent generations!

What untold stories are waiting to be teased from your family photos?

Paul Jones, is a writer, a consultant, and an avid genealogical researcher and volunteer. For more information on this topic, go to CanadasHistory.ca/FamilyPhotographs.

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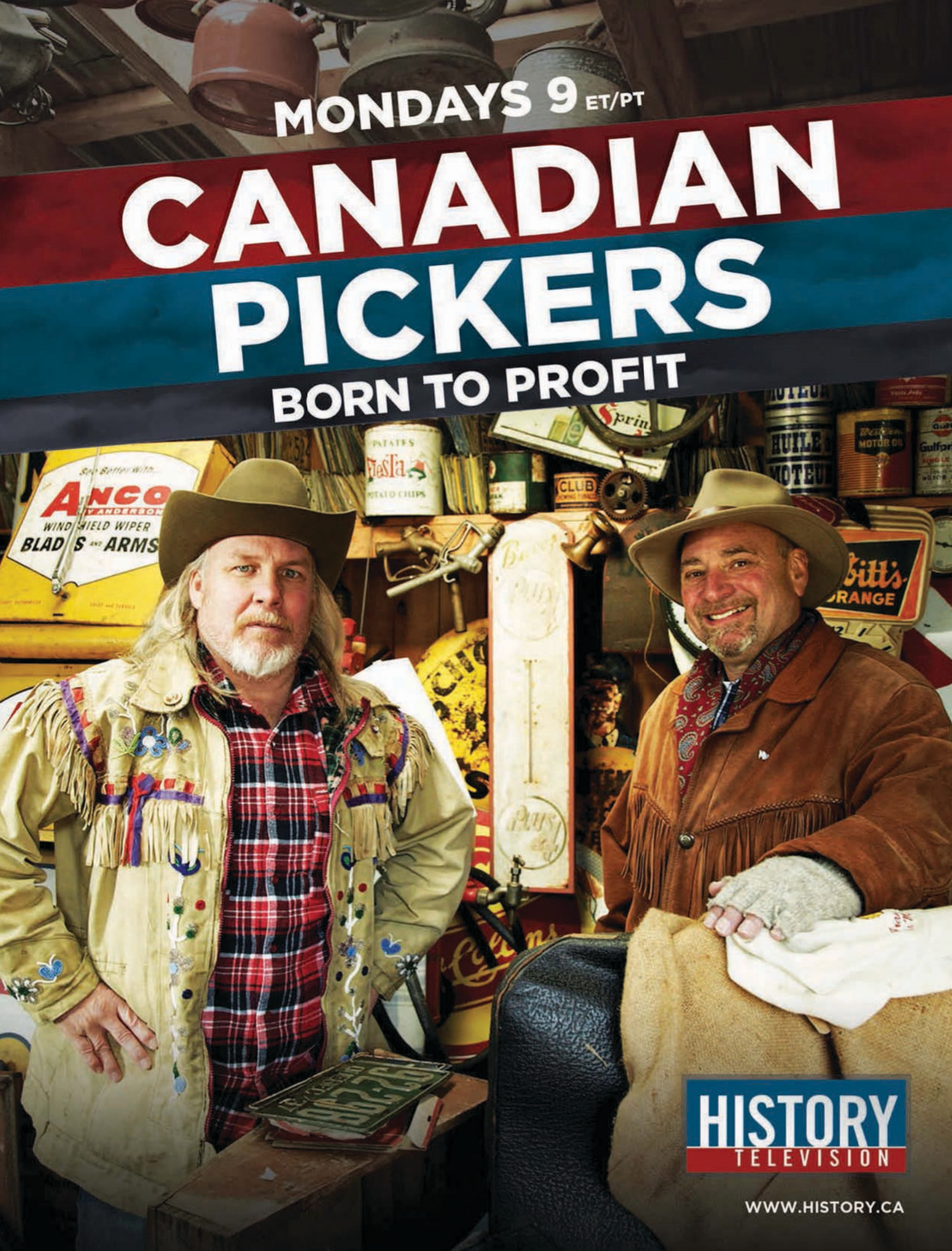
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Titanic city

Halifax is the place to be for the centennial of the world's most storied ocean disaster. by Alan G. Luke

A painting of the *Titanic* is carried into a Halifax cemetary prior to a 1999 memorial for the fifty-three children who died in the 1912 disaster.

CP/DARRELL OAKE

For history buffs passionate about all things *Titanic*, Halifax has always been a special place to visit because of its connection with the disaster. And this is especially true in 2012, on the 100th anniversary of the sinking.

Visitors are expected to be out in force this April as Halifax holds a number of events to commemorate the tragedy, including a conference, a ten-day wake, a candlelight vigil, festivals, and concerts.

The supposedly unsinkable passenger ship *Titanic* sank April 15, 1912, during its maiden voyage after it hit an iceberg near Newfoundland. Of the 2,223 people on board, 1,517 died.

Halifax was the centre for search and recovery operations. Four Canadian vessels commissioned by the White Star Line recovered 328 bodies. Of those, 209 were brought to Halifax, while the others were buried at sea.

The Snow & Co. Funeral Parlour on Argyle Street — now the venerable Five Fishermen Restaurant — served as a morgue. The popular eatery still has the original pulley that was used to hoist the *Titanic* cadavers to the upper level — it

hangs in the ceiling of the wine room.

The building was already historic when bodies were taken there. Opened in 1816, it also served as a school for poor children and a college of art before becoming a morgue.

It eventually became a warehouse before being refurbished as a restaurant in 1975. The restaurant is reputedly haunted.

Among the bodies sent there was that of the *Titanic*'s wealthiest passenger, American businessman John Jacob Astor IV. He was identified by the initials sewn into his clothing; he reportedly carried $2,500 in cash as well as a gold pocket watch that was returned to his son.

Another victim of note who ended up at the funeral parlour was Charles M. Hays, president of Grand Trunk Railway.

He had been looking forward to the April opening of his new hotel in Ottawa, the Chateau Laurier. His wife and daughter survived the sinking.

The opening of the hotel was postponed until June.

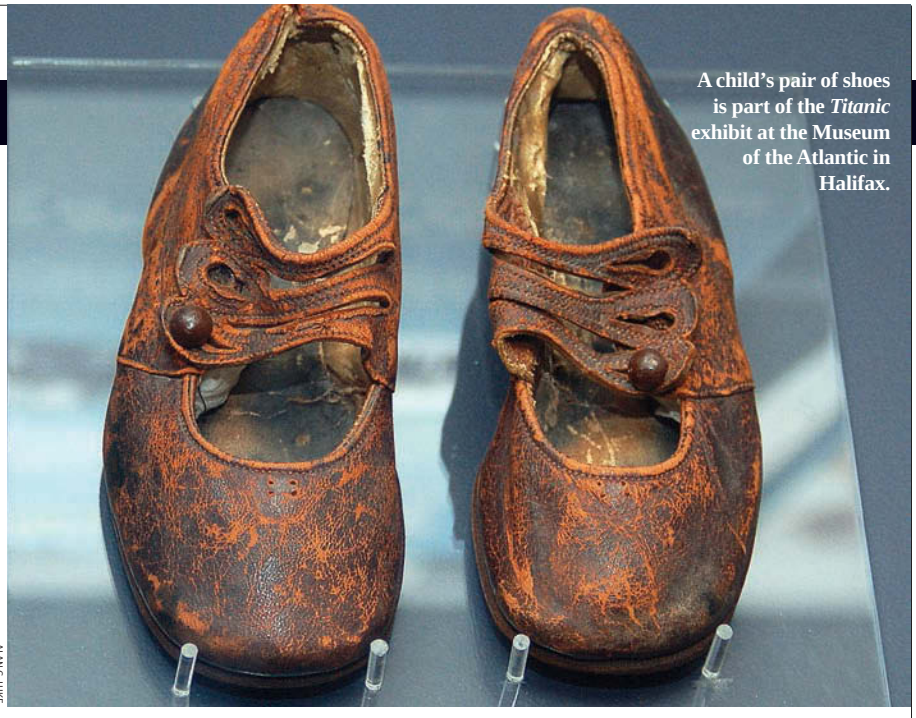
The three Halifax cemeteries that hold victims of the *Titanic* disaster are popular stops for many sightseers. The cemeteries contain a total of 150 victims of the sinking. Of those, forty-four remain unidentified.

Fairview Lawn Cemetery holds the largest number of victims.

The most solemn site is that of a very young male child recovered by the seamen aboard the *Mackay-Bennett* — the first ship to arrive at the disaster site.

The crew was so profoundly saddened that it sponsored a memorial service at St. George's Church and purchased a headstone marked "unknown child."

He did not remain unknown, however. Advanced DNA testing in 2007 officially identified him as Sidney Goodwin, a nineteen-month-old English boy who perished with his parents and five siblings.



ALAN G. LUKE

A child's pair of shoes is part of the *Titanic* exhibit at the Museum of the Atlantic in Halifax.

Visitors continue to bring flowers and dolls to place by his grave, which remains marked as unknown to symbolize all the youth who died in the disaster.

The most popular gravestone marks the final resting place of J. Dawson. Women reportedly leave flowers, hotel key cards, and even lingerie, according to one bus tour guide.

But the grave does not belong to the fictional third-class passenger Jack Dawson — portrayed by Leonardo DiCaprio in the 1997 film *Titanic*. Rather, the gravesite contains the remains of Joseph Dawson, a twenty-three-year-old crewman.

Interred at gravestone number 202 in Mount Olivet Cemetery is one of the musicians who bravely played on as the nine-deck ocean liner sank. John Clarke was a thirty-year-old bass violin player from Liverpool, England.

Visitors to the Bedford Institute of Oceanography in Dartmouth, Nova Scotia, can view a model of the *Titanic* as it looks today sitting on the ocean floor. Guided tours are by appointment only from May to August.

And no visit to Halifax is complete without a stop at the Maritime Museum of the Atlantic.

Its permanent *Titanic* exhibit — including a weathered pair of little boy's shoes — has been enhanced with a temporary exhibit featuring the rescue ships and their crews. The museum has the world's largest collection of *Titanic* wreck wood as well as the ship's only known intact deck chair.

The most popular gravestone marks the final resting place of J. Dawson. Women reportedly leave flowers, hotel key cards, and even lingerie, according to one bus tour guide.

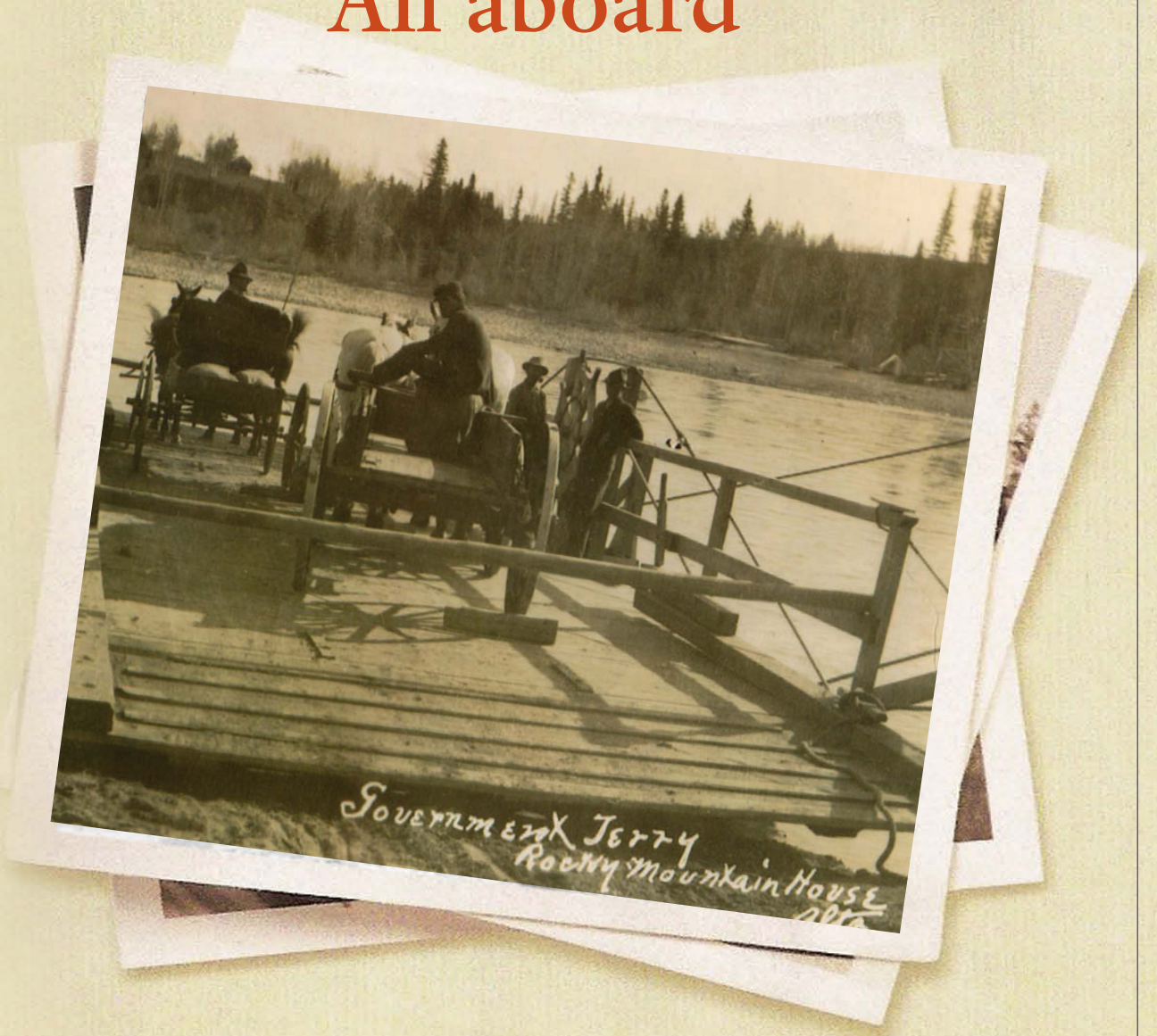
Deck chairs had a special significance on the *Titanic*. They were symbols of status. Passengers paid for them and had their names etched into metal plates affixed to the chairs.

Benjamin Guggenheim and his valet were last seen sitting in deck chairs dressed in formal attire, sipping brandy and smoking cigars. Guggenheim is reported to have said: "We've dressed in our best and are prepared to go down like gentlemen."

Alan G. Luke is a freelance writer and photographer based in Ajax, Ontario.

Windsor D. Wood submitted this photo. He resides in Milan, Ohio. Text by Beverley Tallon.

All aboard



This image came from a photo postcard, which was a popular form of communication when it was sent in 1915. It was inscribed in French and postmarked "Rocky Mountain House, Alberta," which is approximately seventy-seven kilometres west of Red Deer.

A ferry travelled along the North Saskatchewan River, a waterway long used for transportion. In earlier days, fur-laden canoes plied the river, making their way to the trading post at Rocky Mountain House. Fierce competition took place between the North West Company and the Hudson's Bay Company, which set up rival posts at Rocky Mountain House in 1799.

The first ferry was operated by William Hunt in 1909. The government transport service was not without its dangers, and one ranger lost his life in the course of performing his duties.

However, the water appeared calm the day this picture was taken. Men, horses, and carts are ready for a serene ride on the river. As Windsor Wood noted, "No question, it was a much simpler time, and less overhead by far!"

Do you have an old photograph that captures a moment, important or ordinary, in Canada's history? If you would like to submit it for possible publication, have it copied (please don't send priceless originals) and mail it to Album, c/o Canada's History, Bryce Hall, Main Floor, 515 Portage Avenue, Winnipeg, MB R3B 2E9. Or email your submission to album@CanadasHistory.ca. Include a brief description of the photo, including its date and location. If possible, identify people in the photograph and provide further information about the event or situation illustrated. To have your posted submission returned, please include a stamped, self-addressed envelope.

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